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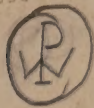
S.S. HAWAIIAN.

Rigger's Guide
Reeds Seamanship.



C 41 - 330085
C 44 - 562290
W 44 702643 B

WCF



Long pennant S/S. Hawaiian

44. cal. 330085 converted to 22 LR. Apr. 15 1945 by Lee Worthley
of Visalia, Cal. Route 5 Box 64

BLUE

HAWAIIAN.

RED

BLUE

welakahoo - hustle

luau - fiesta

kamoharui - old thick red name

wiki wiki - quickly

illi illi - coon

Kahuna - witch doc.

Pai

Lete motu - little ship or Island

Pihikia mui - my mal trouble

NRW 1421

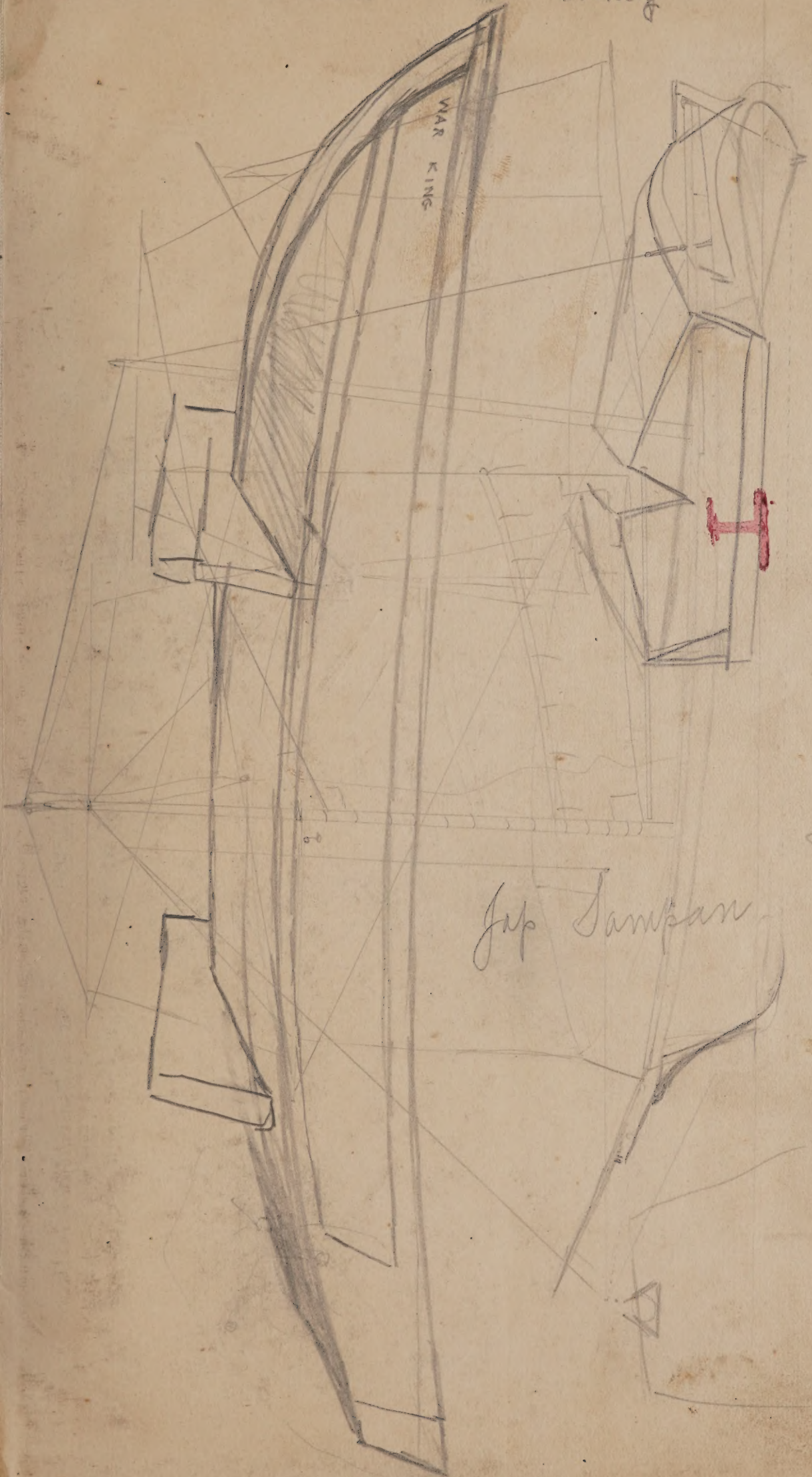
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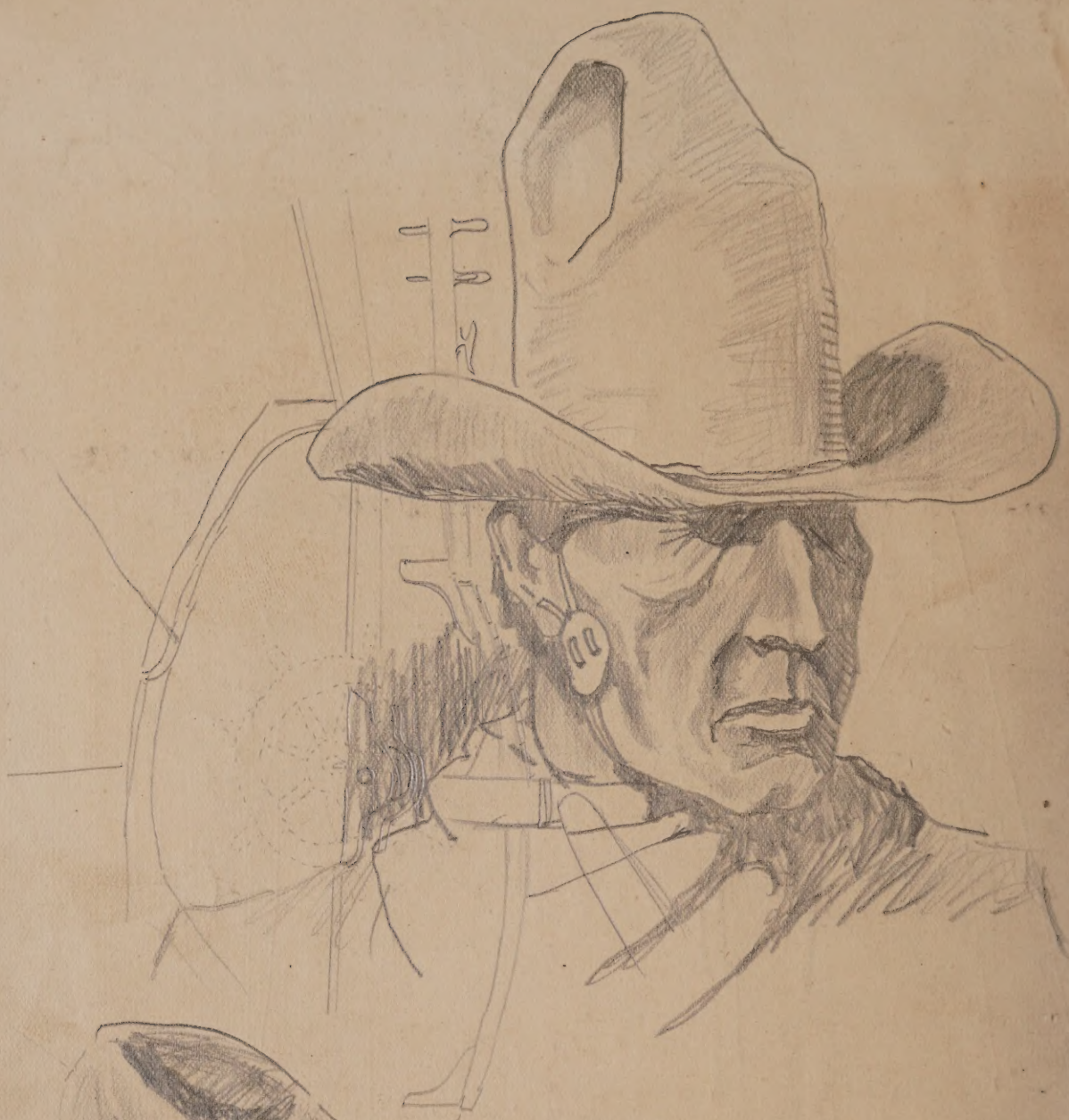
Gap of Sampson ahead liney from King - Newport News

Gap Sampson

WAR KING

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Sea Service.

S/S Californian	Sailor	Feb. 10 th to Sept. 10 1915
S/S J. L. Luckenbach	Sailor & 2. M.	Nov. 1, 1915 to Jan 1, 1916
S/S Hawaiian	2. M.	Mar. 31, 1916 to June 19, 1916
S/S Hawaiian	"	June 19, 1916 to Sept. 8, 1916
S/S Hawaiian	"	Sept. 8, 1916 to April 12, 1917
S/S Hawaiian	"	April 12, 1917 to June 29, 1917
S/S Hawaiian	"	June 29, 1917 to Aug 27, 1917
S/S Hawaiian	"	Aug. 27, 1917 to Nov. 9, 1917
Hawaiian (Genoa)	"	Nov. 9, 1917 to

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Mar. 31 1917
Dec. 3 17

Feb. 10 - 1915

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Slop Chest

4 blue shirts 4.00

2 pairs underwear 1.50

5.50

Todd & Wall's sea-
manship for the mer-
chant service. D. Van
Nostrand, 25 Park Place,
N. Y.

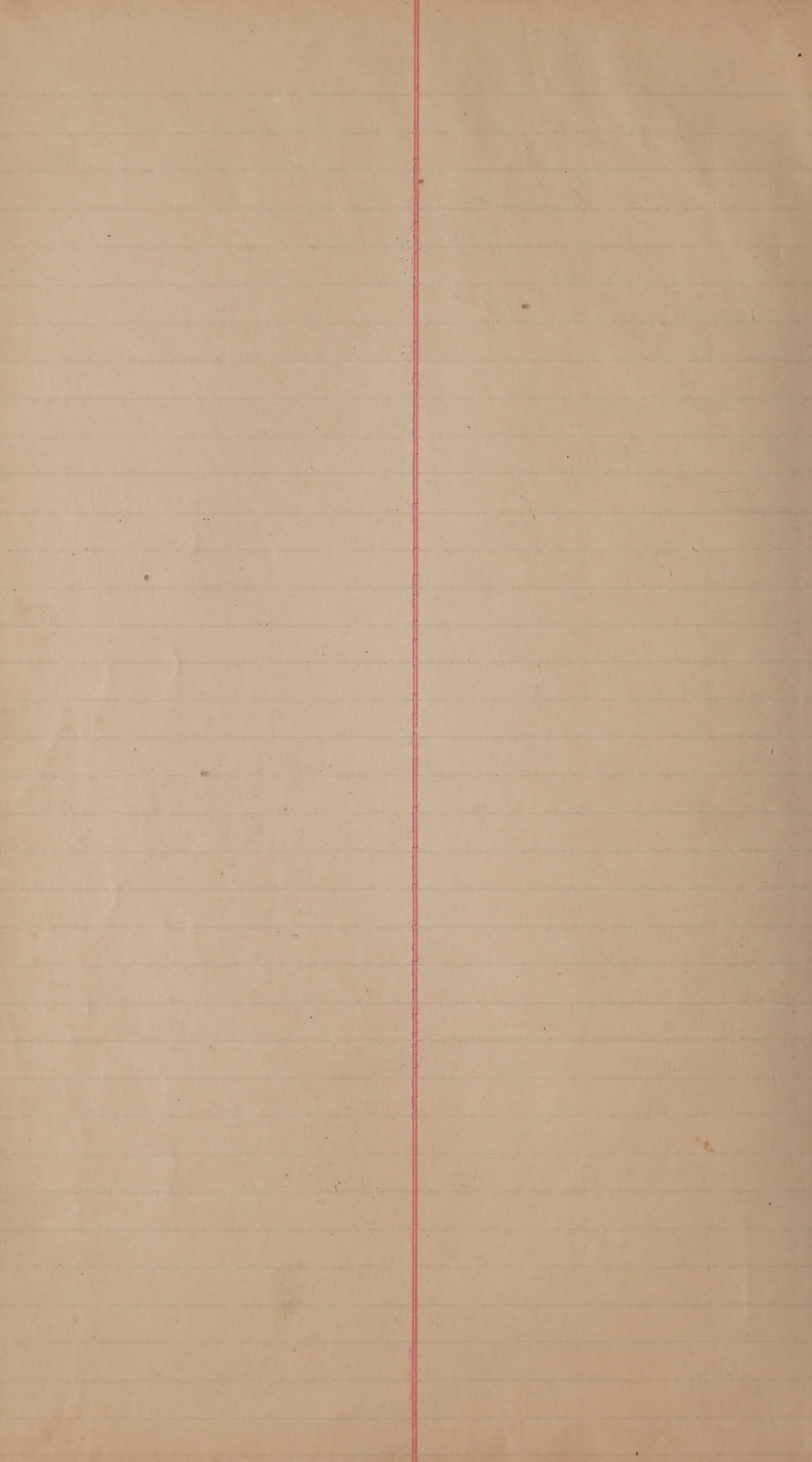
Rigger's Guide
Reeds Seamanship.

addressees.

Mrs. Geo. E. Tubbs.

81 Pelham St., Newport, R. I.

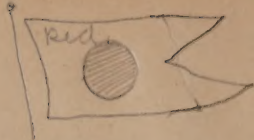
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American - Hawaiian Ships

	nos.	built	tonnage
Alaskan	K. R. N. V	1902	
American	K. Q. J. N	1900	
Arizonan	K. S. B. M	1903	
Californian	K. Q. D. V	1900	
Columbian	K. W. H. V	1907	
Dakotan	L. C. Q. R	1912	
Georgian	L. B. P. N	1910	
Hawaiian	K. Q. M. W	1900	
Honoluluian	L. B. Q. T	1910	
Iowan	L. D. K. R	1914	
Isthmian	K. W. N. G.	1908	
Kansan	K. S. F. P	1902	
Kentuckian	L. B. M. V	1910	
Mexican	K. W. B. C	1907	
Minnesotan	L. C. N. V	1912	
Missourian	K. S. T. M	1903	
Montanan	L. C. T. W	1913	
Nebraskan	K. R. T. F	1902	
Nevadan	K. R. M. S	1902	
Ohioan	L. D. M. K	1914	
Oregonian	K. Q. S. C	1901	
Panaman	L. D. G. F	1913	
Pennsylvanian	L. D. B. H	1913	
Texan	K. S. B. G	1902	
Virginian	K. S. J. F	1903	
Floridian		1915	
Arborean		1915	
Washingtonian		1914.	

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Black Ball Liners

Columbus, Capt. De Ruyster 597 TONS.

Isaac Bell " " "

Benjamin Pascard

Independence Capt. Ezra Nye. 734 1834

Yorkshire " Bailey

Montezuma 10 1070

Patrick Henry 997

Southampton 1273

St. Andrew " Wm. Thompson

Passages of 15 days: N. Y. to Liverpool. (14 knots,

whaler) South America

Henry Clay.

England.

All packet ships carried a white light on the bowsprit cap from sunset to sunrise. side lights did not come in until later years.

The original Black Ball liners were the Amity, Courier, Pacific, James Monroe, 400 tons; later New York, Eagle, Orbit, Nestor, James Cropper, Wm Thompson, Albion, Canada, Britanna, Columbia, 300 to 500 T. all^w flush deck, with caboose or galley and housed over drougbat abaft the foremast, black hull, varnished boards, inner bulwarks, rails, hatch houses and tops green. In 1831 the packets carried full poop decks, topgallant fo'c'sles and house from foremast to main hatch, and painted ports, and inside green was changed to white

Hurricanes.

Throughout the West Indies and the Gulf of Mexico the hurricane season is embraced in the months of August, September, & October. In the Bay of Bengal & the China Seas hurricanes prevail at the change of the monsoons in May and November; those occurring in May at the close of the Southwest or Wet monsoon being most severe.

These destructive storms are generally called Hurricanes in the West Indies; Cyclones in the Bay of Bengal; Typhoons in the China & Japan Seas.

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Fog.

Short blast on a sailing ship's foghorn, at 1 minute
intervals when a sailing ship before the mast.

Two blasts — on port tack.

One blast — on starboard tack.

When two sailing vessels are meeting so as to be in danger of collision, the ship shall keep clear of the other, as follows:

The ship coming over the bow or beam of the other shall keep clear.

The ship going astern or past the stern of the other shall keep clear.

When two sailing vessels are meeting so as to be in danger of collision, the ship shall keep clear of the other.

When two sailing vessels are meeting so as to be in danger of collision, the ship shall keep clear of the other.

When a steamer and a windjammer are approaching so as to be in risk of collision, the steamer shall keep out of the way of the windjammer, except in the case of a windjammer overtaking a steamer, in which case the windjammer must keep clear.

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Our Bridge Rules: (For visitors).

First: When you come up on the boat deck, spit on the deck (if you are chewing S.D.) or knock the heel out of your pipe, throw matches around; and whatever you do, never wipe your feet on the mats. We have plenty of Soda, mops and holy tines and will clean up when you go ashore.

Second: When you go into the chart room, sit on the top of the chart table, put your feet in the Old Man's bunk, or knock your heels against the bright work; also, help yourself to the Old Man's matches cigars or curve cut; take his sextant out of the box and show him how you think it should be used. He only uses it twice a day so naturally he would not carry it much. Next, push the hands around on the chronometers to see if they will strike, and take the barometer apart to see how it works. Explain navigation to the officers.

Third: On entering the wheel-house, proceed at once to scrape the mud off your clogs onto the clean gratings that is what they were put there for: if you have a knife or any piece of steel or iron, leave it near the compass if possible; then laugh at the mate if he hawls you out. Put your hands on all brass work; it will help us to use up the surplus polish on hand; whistle down all the speaking tubes; monkey around the log, and don't forget to drop the rotator on deck, as this improves its efficiency. Pull the code flags out of the locker and break them out: they are very pretty - then leave them on deck.

Fourth: Proceed to inspect the flying bridge. Pull the wheel and instruct the quartermasters in the art of steering as a ship: they only

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steer her 24 hours a day, and are always delighted to learn from a landlubber. When you roll the wheel, if the steam isn't turned on the steering engine it will promptly bust something!

However, don't let that worry you, as there is always the emergency hand gear aft, and the quartermaster has to steer with it - (the ship makes such lovely queer circles on the water, and it only requires 6 or 8 men to turn it over.)

Next, take the sail needles out of the chest stick 'em in the dodger, and give the sail time to the cat to play with! The second mate has plenty more. Also, if you feel like pumping the telegraph, go to it. Do anything you like to amuse yourself. Take a pull or two at the whistle, and turn on the emergency fire bell, and don't neglect to drop your knife, point down on the canvas deck, take the ship's belt and throw cigarettes around the decks. When you go down the gangway, by all means promise to call again, and for Bill's sake, step on the guarantee of the jig.

Whaling notes.

On July 31st, 1917, the whaling brig (Tide),
Capt. J. Lutz, arrived at New Bedford from a
South Atlantic voyage, bringing a cargo, valued at
\$ 72,000, consisting of 1300 bbls of sperm oil, (at
55 cents per gal) and 121 lb. of ambergris, worth \$3,000.
Capt. Lutz reported sighting the schooner
Valhalla, of New Bedford, with 180 bbls. of oil.

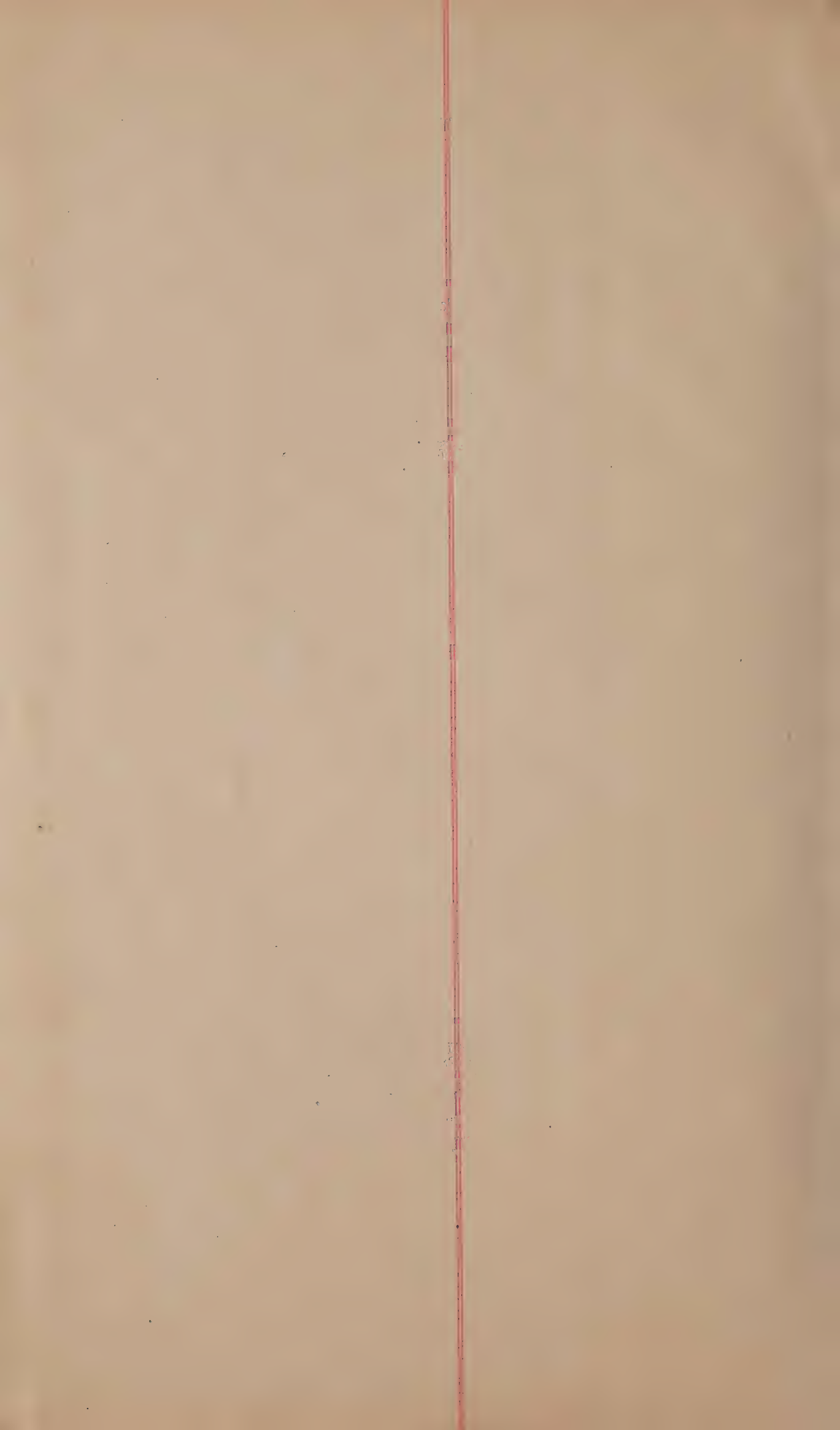
The auxiliary whaling barkentine was
built at Bath, Maine; (the Belvidere) in 1880 and
is still sound as a dollar. She has oak frame &
planking and is sheathed to a point aft midships
with iron bark, while large brass plates protect
her bows from the grinding of the ice berths. She
is 145 ft long, 31 ft beam and 17 ft deep, 577 gross
tons and 400 net tons registered; sails iron & cloth.

The mainmast, or sea-mast, is from 13 to
15 ft long, but goes out to a long spar having a
dip on one side of the upper part from 15 to 20 ft.

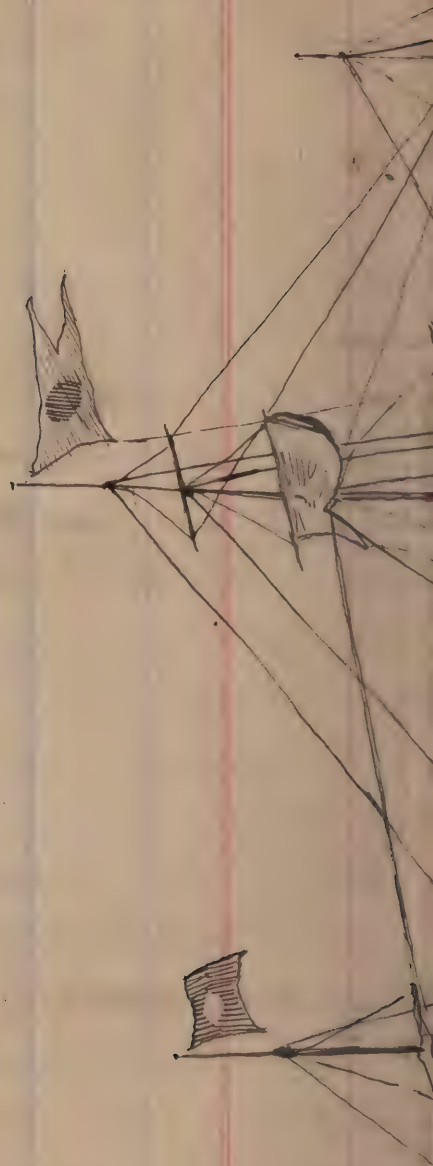
The head is square, about 12 ft long, and
the color of the ground is gray with
black spots, when full grown, a yellowish white.

It is an insignificant fish and one
surface of many, but it is in the
water of the sea. It is the first
species which has been seen.

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The Australian clipper "James Caird" when in Liverpool service.





U.S. K.T.S.

U.S/8 HAWAIIAN.

1917

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- Nov. 14 Wednesday. Hauled ship into the drydock, for general overhauling.
- Nov. 15 Thursday. Painting the ship's bottom.
- Nov. 16 Started camouflaging the whole ship.
- Nov. 17 Hauled ship to Sparrow's Point Drydock.
- Nov. 18 Doing nothing.
- Nov. 19 Working on life boats.
- Nov. 20 4.5 PM watched the war dragon launch from the ramp on the west side. There is a line of ships.
- Nov. 21 Ships just today. The dragons in the line are throwing stones at each other in two lines and one of them has blown up as he got near and put
- Nov. 22 Hauled ship to put camouflage paint on. made a hell of a mess of the wet paint.
- Nov. 23 Shipping boxes, putting garments on. Worked.
- Nov. 24 Thanksgiving Day. Free day. Free today, but dinner all the way. First good turkey dinner had in a ship.

DECEMBER

- Dec. 3 Monday. 7 AM. Left Sparrow Pt. for Boston. arrived T. 30 AM. The ship is on the other side of the dock.
- Dec. 4 1st. I saw some men flying about the walls.
- Dec. 5 2nd. Reported on for "my part" in the old ship. 10 AM. I saw some men flying about the walls.
- Dec. 6 3rd. I saw some men flying about the walls. I saw some men flying about the walls. I saw some men flying about the walls.

December

Tues. 11 Hauled ship to Canton, Pier 6. to load a dozen or so of auto trucks and locomotives. Shifted back again at 11 P.M. and worked to 2:30 P.M.

Spent night on the pier in grass. Loading taking up some lumber. Some got washed from the pier with all the tides full of ice and stuff.

Tues 18 Sailed 3 P.M. for Norfolk. plowing through fields of drift ice all the way.

Wed 19 Departed the Baltimore pilot 7:20 A.M. and picked up Norfolk pilot. Went as far as the coal pier in Norfolk and had to return and anchor in the stream because of a shortage of coal.

Nearly had a collision with a light house tender, commanded by a damn fool who probably did not answer our whistles and steamed directly across our bows.

Thurs 20 Got alongside in Norfolk, Norfolk's Harbor.

Sat. 22 Left Norfolk coal dock 8 A.M. and got alongside on Sampson Island, N.H. at 11 A.M. Passed the Navis bound for Norfolk. We are lying alongside the German ship "Myariga" under American ensign.

Sun 23 Ben Casey came aboard this morning. I'm looking as I can't go ashore. Hard lines. Long wait.

Mon 24 Took our ammunition aboard.

Tues 25 ~~Spent~~ Many times! A good work all day. Sailed 2:15 P.M. fired 4 rounds with 600. 2000. no supper. many times be damned. Looking a little better.

Wed 26 12-4 watch: 2:15 a.m. my wheel, second mate told me to keep her off a point where came a white light on new port bow (weather). I looked, saw a lantern bob 3 times and put the helm hard up. Grounded down and turned out 6 a.m. he came up on the forepart of his pygamas. It was a small bark hove to under some topsails, in a snow squall and we just cleared her. must be blowing 40 mile an hour now and evening like a small blizzard. we were right into him before he showed a light and was blowing his foghorn when we passed. 8-12 passed an oil tanker no id. lost at 8 and 2 steamers to port. threat of the navy men in service.

Thurs 27 Wind has moderated some. sea rougher.

Fri 28 Wind has hauled around to S.E. and now is driving. Sea much smoother. Found a northbound steamer at 1:00 a.m. and the gunners fired the long tone on her for practice. 6-12 Breezing up and squally. plenty rain and dark clouds. Looks like another spell of dirty weather. all lights closed.

Sat 29 Wind hauled S.W. about 6 a.m. and is blowing like blazes: in old papers and has washed a life raft off no 3 hatch already. Forward rig is struck up and useless. I have squally all afternoon watch. A gunner hooked the lower station, and had to fork it over again.

Sun 30 12-4 a.m. Sprucey watch: taking heavy seas aboard and spray clean over the bridge. Sea is going to be a howler. sea is very rough.

Loce lost sight and turned all the lights in his
 room and all the lights in the cabin on them

and then made tea and coffee (milk) and brought
 down to the forenoon, where he proceeded to shovel
 coal all night. Then he threw all the stored
 linen around, and said the first ash told him
 to "break it out" then brought the water and
 of cold tea and a plate of butter for lunch
 given the store-bought linen and linen
 a little by the wind any more. 6-12 he
 covered the furnace of gasolene in the aft of the
 speaking tube. Wind backed S. and still
 blowing.

Clear off and wind moderate. He was
 painted the mirror with ink so he could see his
 face. 12-6 day with wind from the S.E.

Happy New Year 1958

5 am - Wind S. and S.W. with rain, fog
 and both cutters, backed on 4, 5 & 6 no. 3
 were stores. The one on 4 was tied
 bundles and. Weather cleared up from
 our skinings and the ship diving like a cork
 8 or 10 knots. Wind backed all the time. 5-10
 P.m. fast shifted a sea that washed out to
 boom and chop and filled one end of our room
 6-12 the wind boxed the compass and finally
 settled S.E. and in blowing hard in squalls, with
 frequent rain squalls, and the seas as big as
 Mt. McKinley. Night as black as the inside
 of a cow.

4-6 a.m. worked like a dave to build a storm
 door on the starboard side the poop where the sea
 mounted in the door and windows in the
 quarter and so on. The mate here for
 by and 10 a.m. and a southern Tack door

Jan 7. Again. Doubled the boat out. Boat drill
at 4.45 P.M. for action. Sailing out boat and
looked them over. Second mate put the other water
meeting point on gunner's quarters; 10 P.M. got
under way, making that ship's cruising Spanish
Coast keep within 3 mile limit. The other boat
relieved us 10 minutes late again. Third time.

Tues. 8 5:30 a.m. started zig-zag courses. coming on to blow N.E. again, with some rain. turning a trifle colder, N.W. blowing like blazes, 30° at times. This A.M. the sec. asst. was flashing his light on deck and a sailor told him to douse it. He refused and the sailor reported him to the gunner C. R. C. on the bridge. At breakfast the sec. told the mate that he was going to the saloon to sleep by the galley.

Thurs. 10 The cook threw fat on the fire 5 a.m. causing a
shower of sparks to fly up the galley pipe and the
mate jumped down and tumbled him out.
3.30 P.m. called all hands to quarters and examined
the gun. ~~found it was a~~ Turned out to be a
steamer. Smooth sea, cloudy sky, no rain.

missed us anyhow so why worry.

Set 12 picked up lights on port bow 13.15 d.m. when
land 14.20 15.30 d.m. steering 5W - changed to
N.E. as the land was the southern part of
Morocco instead of Spain. The light
on our starboard hand. Was on course
to make out two villages and the land
15.45 d.m. light 16.15 d.m. light 16.45 d.m. light
The light is the next around the headland on our
star bow 12-6 - Passed two lights on port bow
12-1.30 P. Carnero light 1.45 d.m. had a
collision with a fine tree, latter named from
sparrow (Spanish) which tried to cross our
bow 1.50 d.m. to port 2.00 d.m. to port 2.10 d.m. to
late as the weather was thick and raining and
we didn't see him. Saw him in distance
and took a couple of shots and three of his
crew jumped onto our starboard side and we
brought the starboard lifeboat forward and put the
sparrow about 200 yds to starboard. Landed
the three fishermen in Gibraltar tomorrow
at 2.30 P.M. There are about 200 ships
at anchor here awaiting cargo. 6 P.M. the
Dock is lit up with searchlights which
sweep the African shore on one side and the
coast of Spain on the other. It is a large
bay, and some crowded, there are many
ships all together. 1.5 - The fishermen had
off to port and made back for Gibraltar, to report the
accident. They were cursed as plainly before they
went clear of us. 4 m. alt. John C. Williams of New
York near us.

June 10

Sun. cloudy. The anchored in the bay.

Sailed all started.

June 11 Sun, sunny day like 4 ring. Sailing out at 4 P.M.
 Sailed + 2 M. O. M. banded out (Rev. G. - dragged
 our anchors and drifted down on a dynamite ship, but
 rang up engines and checked her with port anchors
 in time. I was leaving the last 2 days now.
 The dynamite was much splintered. 15% was
 in cargo, some ships and a Italian gunboat
 (?). The latter is sure a beautiful sight some
 over 2/3 of the way round it, with its masts and
 tiers of batteries from the back to the peak. Sun
 is a heap of rock. Very nice and warm day.

June 12

12-4 a.m. Passed Malaga about 1 a.m. Sun
 going ahead, starting, backing and managing all
 watch. Am not stuck on this conveyance stuff.

Fine and warm. the dynamite ship is out of
 view. we are following the Spanish coast, and
 it sure is a fine sight. The Sierra Nevada
 range, some of the peaks capped with snow and
 a lot of villages in the foothills. 6-12: about
 1 P.M. the fog shut down thick as mud, and we
 went on nothing. the dynamite ship is cruising
 around us in the bay (1) and if we run her on
 the red. Little better for us.

at 1 ship lying to off the land. fog lifted 2:30 and the
 conveyance is started. Steaming east. 8 A.M. made
 round and headed back of east, picked up the dynamite
 ship and looking for the rest. 1 P.M. passing up
 the bay (1) and light house in the bay. 12-6 P.M. sailing
 under all the mountains of the Sierra Nevada and
 before. Sun is a good.

- Jan 17 Thu. 12-4 a.m. 2.00 a.m. came on thick fog and we over steering by whistle. 5 minutes to force the Norwegian peeped out of the fog on our starboard and tried to haul across our bow. I jammed the helms hard asteward and cleared. 8-12. Hunting wind in the fog for the rest of the convey. I was steering compass course S 80 E and John I was relieved I gave O.M. the course "N 80 W" nobody knew. 10.30 P.M. after lookouts reported smell of smoke aft and 3rd mate sent me to see about it. I turned with the gunner and went down in the magazine with a handlight but couldn't see any fire. Saw a bag over the lantern. The gunner didn't care to go down. I was down 3 times and then the Chief Eng. and O.M. came down. We finally found that the smoke was a mixture of tobacco and Cognac from the smokers' foibles. Have been dodging the Norwegian all night.
- Fri 18 Passed Faraport 7 a.m. sighted the three fish ships about 5 a.m. Passed Buxton 2 P.M. 1.30 Passed a brigantine bound for Barcelona.
- Sat 19 2 a.m. Wind aft and sea running. Heavy fog and steering bad. Have been working hard to make the ground, crossing the Gulf of Lyons and hauled S.E. 4.45 P.M. anchored in Marseilles, France. 6-12 Sailed 9 P.M. from Marseilles and 11.30 the dynamite stopped suddenly, sawing us to low down, helms hard up and wind blowing a gale on that beam. The dynamite ship came right up on our starboard quarter and ran alongside about 200 ft away, and the explosion brought our stern right up to us. She finally went clear but I cursed him some. Passed Blanche Rock light 11.45 P.M.
- Sun 20 Passed the Arizona homeward bound and another convey.

January 29, 1915, Monday.

1 P.M. Landing light shown. arrived at
P.M. and got alongside the Steamer at 8 P.M.
Lying stern to the jetty, saw some Boats anchored
P.M.

Jan 25 Friday. went ashore today with Town and
saw the Steamer alongside at the jetty.
and a lot of others. some fine signs
- some not so fine. The Italian Govt. took up
our firemen and drafted them into the navy.

Jan 28 Steamer arrived alongside. started 4.30 P.M. and
worked like hell till 7 P.M. also the Second mate
slammed a haversack into my port glass and now
knocked it out. guess I'll have a shiner.

Feb 1 Friday: bought a pair of du Hawaiian.

" 4 Monday. A Linus tramp came in with a load
in her amidships. torpedoed 4 hours out.

" 6 Wed. The baker reported pan of rolls stolen and
said the Q.M. and gunner were asleep in cabin.
mate gave me order to stop any package
going over gangway and open it. I caught
the cabin boy with canister goods and baker
smuggling a loaf of bread under his suncoat.

Thurs 7 1st. saw of Old English canoe cut stolen from
not some time yesterday or last night.
and said he would help me if I agreed on him.
He don't want to run me the first time. -

mailed a fireman trying to hook jack with a
loaf of bread. Steamer Suffolk came in two
days ago with her forward gun platform
washed aboard, crew & etc.

Sept 21. Thurs. 11-4 P.M. The old cat got a rat about
16 in long. Just I've seen about for a year.

7 A.M. Hauled ship alongside coal-ship "Fuchs"
for lumber. The large ship "Adda" is
coasting the other side of bar. Since going down
one of Nelson's frigates, now used as a boat house.

Henry went down this a.m. put on 2 suits of
clothes and his shellys were all and went down
below to inspect boilers & looked up now.

The guns on the rock were firing on a
dum-dum sub towed by a tug. Saw shooting some
of it but one was close.

5 P.M. Hauled ship
again and anchored under the Spanish shore
Henry under guard.

Sept 22

Hauled ship 7 A.M. nearly ran down a small
boat and had to stop to avoid collision with
a Norwegian tramp crossing our bow. She showed
us by about 6 feet and two lines of fingers crossed
her bows by about 3 ft. made fast alongside
the coal ship about 8.30 A.M. Smoked coal.

P.M. Hauled ship to our old anchorage. I fell and
a line and sprained my right foot and was
pretty bad. Am laid up.

Sept 23. Thurs. 11-4 P.M. The old cat got a rat about
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Henry under guard.

Sun. 24

Finest kind of weather. Had a cruise some distance
through the harbor. The harbor was very calm
under the forecasted whistling of wind and rain. The
sun was in the tower. The sun was out and light
of land. Green the sea all over.

Mon. 25

The gunners mate told the Waps to catch the land
by salting his tail so Waps got a bath of salt and
stuck it all round the fore deck. The Waps
up and threw the salt but this did not help.
P.S. cat got it tonight

Tues. 26

O.M. hauled out L. we are in of Madison
and passing Canaries. Threw the old
man's pie overboard. started painting the lower
bridge today. Fine weather for painting.

Wed. 27

X

Worked the bright work on upper bridge.
Have brushed a lot of sea in 3rd m. water.

Thurs. 28

Fine day. Sea. M. had in washing for
gunners quarters.

Fri. 29

Fine day. Fine. The O.M. directed
the baker and put the flour in the gallery.
The baker is in luck.

Sat. 30

Breeze up a little; part of the weather.
Fine weather. Brodhead rigged a bit of paper and
shot the chief gunner for the champagne.
Westerly blowing fresh. Passed a Spanish man
on ship 2.25 on starboard side.

Sun. 31

All ship very much exposed. The boat was out
and out of our ship and a strong breeze. Brodhead
who today has taken a full 1000 in 300 days.
G. afternoon work. and hauled 11.44 and
coming like the devil and hauled 11.44 and
coming like the devil and hauled 11.44 and

Monday 8 A.M. passed a bark up for
 bound 22. with all at. also saw a flying
 fish, water thick with 87! rain squalls.
 clearing up from rain. mostly freshening
 blowing 4 points to 10. moving the
 bluff stream in the water is 80' now. it's
 getting up.

Tues. 9. Heavy sea on rolling and pitching the ship
 on the fore and aft. more lightening. If
 possible the ship is to be put on a
 line about 1000 miles from here.

The icebergs are beginning to appear
 I found several ones today. Smooth sea

Thurs 7. Fine and smooth sea. 9.30 A.M. had gun
 practice, with the ship's crew working the guns.
 Did some very fair shooting, and when firing
 the 6 in abeam, the concussion knocked the top
 of the mast and the mast started the alarm in the deck.
 The 12 in and 8 in worked the 3 in
 and got me hit! the target was a barrel.

6-11-7. We are about 100 miles to the south of Beaufort
 about 11.30 saw a break in the clouds, with
 an upward and outward light. saw nothing
 called the crew and showed it to him. It
 should not wonder if it meant a gale.

8 Fri. 4-5 saw a big donkey. It seemed like we were sailing
 in a big water. plenty rain.

9 Sat. It is dry. playing with the gun.

Sun 10 4-5 P.M. north of Kaituma: blowing like
 blazes and a heavy sea on. were rolling
 like a barrel. Lost two deeper leads - cut
 off to the wheel when she rolled: got 2 night
 calls, one reporting a wrecked 50 ft wooden
 hull, ends showing, and the other as S.S. from
 a ship pounding to pieces in the breakers at
 Delaware breakwater. They overcast
 moon: cleared up: changed course to N. 24 W.
 ran on a beam: picked Cherituck Light 2.45 P.M.
 at bell buoy 2.45 P.M. passed a full rigged
 bark topside, a schooner 200 under fore and main
 two Georgian Tonnage and a S. T. Co. ship.
 It got the hook in Hampton Roads 4.30 P.M.

Mon 11 12-4 P.M. temperature dropped from 40° to 30°
 and is colder than a society woman. Blowing
 the lead every 30 min: averaging 5 fathoms: my
 hands are chilled with the cold. At 1 P.M.
 took a full steam but found the water too shallow
 for 10 fms. At 4.45 P.M. passed up the coast of Virginia
 and through the Chesapeake Bay and into the
 Kaituma river. The water was very shallow
 5 fms. At 8 P.M. passed the Ferry Point Light 5.45 P.M.
 5 fathoms to the Lightship 7.15

whale found 10
 red water

Tues 12 Atlantic City 11.30 Baromet 29.1 Slight 4.30 P.M.
 12 wind 6 - no current 5.15 Fast along
 side 12.30 P.M. can't go ashore.

Wed 13 Fast off.

Thurs 14 Light on.

Sunday, March 17, 1915.

Sailed 1 P.M. dropped the pilot 2.30
 Saw Lila at Lighted's house. (17.11)

18 8.30 am Montserrat S.S. arrived. 11.4. am
 saw - plane was pinned under the hillside corner
 - the plane let him out again. Found a
 full reggae mentioned about 10.30 am. - 11.12. am
 11 P.M. clanking over. 11.55 started spotting over

Tues 19 passed a seal on our way in to St. John. Let go
 the anchors 4 P.M.

Wed 20 2.30 a.m. saw the southern light for the first time
 9.30 am saw a large white bird. (19.11.15)
 Line is some tide here. dropped in 47 feet

Sun. 24 Cronson knocked seven bells out of Parker on the way.

Tues 26 Over the bottom of the corner the room is it
 some - some - some - some - some - some - some - some
 some - some - some - some - some - some - some - some

Wed 27 Enter Sunday - Sailed 5 P.M. my watch
 + clock. 3.45 pm. closing up - 4.15 pm.

28 3 P.M. changed course to some extent of a
 fishing - some - some - some - some - some - some - some - some
 had five down out.

April 1 about 10.30 I spotted what I thought was a
 porpoise on the port bow - about 500 yds away
 I called the boys with attention to it and the
 ship and then followed it with sight. It was
 over in about 10 seconds. It seemed about 50
 yds away. on the left of a small - some - some
 with some of forward chain.

10.30 12. m came on thick fog. Temperature fell to 45° and the water to 38°

April 2 Tuesday: Fog: rain - cold. Still rain cleared up 1 P.M. then thick again 7.30 P.M. 1-12 barely came a pedestrian when fog lifted

Wed. 3 12-4 9.00 clear all water. 10.0 P.M. rain in thick again, though sun was shining. 8-12 about in thick then much. not yet. There has been a flock of bird-like birds like ducks flying round the ship all day, none on the Grand Banks.

5th. 4 4-5. Thick around. Clapped on a wind spray flying all over. 8-12 almost up from the bank. 12-6 large flock of about 100 and were gone down leaving a noisy mob. we are steering away.

5th 5 12-4 fog? life seems to be just one day after another. 8-12 rain and all in water. In the streams. Temperature 61° water 48° 6-12 sky overcast but no fog or rain. still in

6 4-5 5.30 A.M. found old Kinn. behind the Dutchman's bunk with 2 kids. Fine and clear all day.

7 12-4 1.45 found a boat and some women she doused her light and went to the bottom. They all begged a large quantity of food. They found some food in the boat but no more. Spent some time with them and returned to the ship. The boat was full of food and a lot of milk and 2 P.M. went on foot down and found and found some. Spent some time with them. But not more.

April 10. Tuesday. Smooth as glass. Buggy wind
both before and after.

12-11 The blue stream came in from the south and
led to a large corner of the lake. It came from the
opposite the west side of the lake, passing the corner
of the pond and then on to the lake, some kind of
a dog.

6-12 10.00 PM. Reached a houseward
bent and cross ship all ablaze with green lights and
a red one in the middle.

Mon 11. The 6.30 boat came in from the lake and

Tue 12. The 6.30 boat came in from the lake and

Wed 13. The 6.30 boat came in from the lake and
led ship and lost the dinner boat. The 6.30 boat
blowing with one cast.

Thu 14. The 6.30 boat came in from the lake and
led ship and lost the dinner boat. The 6.30 boat
blowing with one cast.

Fri 15. The 6.30 boat came in from the lake and
led ship and lost the dinner boat. The 6.30 boat
blowing with one cast.

Sat 16. The 6.30 boat came in from the lake and
led ship and lost the dinner boat. The 6.30 boat
blowing with one cast.

Collected fossils in the morning and evening in the morning
 and evening. Collected in the morning and evening.

APRIL - stone ruins to get him but the boatmen
 him back. Two dogs equal in and in the
 and in the

June 10 - Move up 5.30 A.M. got away 5.45
 we are the flagships of the company.

4 o'clock - Dutch and I are standing a hour to
 back us.

at 10.30 - The morning and the evening are
 a very nice day, and the morning is very
 good, and the evening is very good.

at 11.00 - The morning and the evening are
 in the morning and the evening are

at 11.30 - The morning and the evening are
 in the morning and the evening are

at 12.00 - The morning and the evening are
 in the morning and the evening are

at 12.30 - The morning and the evening are
 in the morning and the evening are

at 1.00 - The morning and the evening are
 in the morning and the evening are

at 1.30 - The morning and the evening are
 in the morning and the evening are

at 2.00 - The morning and the evening are
 in the morning and the evening are

at 2.30 - The morning and the evening are
 in the morning and the evening are

at 3.00 - The morning and the evening are
 in the morning and the evening are

Wed 24

Sailed 10:15 a.m. passed a small village on the beach that reminded me of Pongolap. Saw a troop train moving along the beach. Landed in the harbor of Elba Island, Port Ferrago.

The ruins where Napoleon kept his camp are in the hill at the port side of the harbor and in front of the point. There is a small bay to the Carbonara where a group of ten feet was going to stay here in the open air.

Some were covered in trying to look over the

Thurs 25 Woke up and sailed 5:20 a.m. arrived at 9 P.M. all feet and took a short run to the point to look at the

Fri 26 Sailed 5 P.M. Had the night flying around us all day, in light of the sun. They are very big and some quite close. got some samples of the running along the cliffs all night on the sea full of coral, hundreds of them. Bright fire all night. Arrived 5:30 P.M. in the harbor of St. Helena.

Sat 27 Woke up and sailed 5:20 a.m. arrived in the harbor of St. Helena 1 P.M. some boats along the coast - first forest at the low water.

Sun 28 sailing back to the coast.

Mon 29 worked all day in the morning. Saw the collection of fish on the shore and the water.

Tue 30 Went ship to grass station. Got back at 1:30 a.m. and got day off. Ditch along road, water and I got a pair and went to see Pongolap, where we changed to saddle horses and climbed Vesuvius. Look is

24th Nov. 4. About 4 (and some chimney)
and over the hill down. Guller and
a thunder clap from the water down about
100 yds, and ended it up with a flip flop.

The water was boiling and flying
today and sure was a sight. There was
two cones (boiling) in the main water, one
pulling the other down. The water was
about 100 yds. down a grand sight.

The water is 20 ft deep and is boiling
with a big fire, and is boiling
about 100 yds. down a grand sight.

25th Nov. 4. The water was boiling
and was a grand sight. The water was
about 100 yds. down a grand sight.

The water was boiling and was a grand sight.
The water was about 100 yds. down a grand sight.

26th Nov. 4. The water was boiling
and was a grand sight. The water was
about 100 yds. down a grand sight.

27th Nov. 4. The water was boiling
and was a grand sight. The water was
about 100 yds. down a grand sight.

28th Nov. 4. The water was boiling
and was a grand sight. The water was
about 100 yds. down a grand sight.

29th Nov. 4. The water was boiling
and was a grand sight. The water was
about 100 yds. down a grand sight.

30th Nov. 4. The water was boiling
and was a grand sight. The water was
about 100 yds. down a grand sight.

Mon 6

A. M. heard a lot of birds etc.

Sun 12

Went up to see at 10 A.M. called on the
 family in evening. George still feeling
 better but up with fever. Got two - rivers on.
 I got Mike as well as the other
 got 2 more.

Mon 13

Spoke to some about. in evening came over
 the house. I saw some of the 1st 5 P.M.

Sun 14

1st - Light in evening. Went
 up pilot 12 M. got fast in Lenora 2.15 P.M.

Mon 15

John went to the hospital. The
 other men are well.

Tue 16

The night was very dark. Went to
 room for observation. no fire coming
 out. Two large lanterns. The moon
 smooth - moonlight all night. A number
 of blackbirds flying about 11.20 A.M.
 They were full moon - about 10.30 P.M.

Wed 17

4-5 a single and several small
 out for birds. Saw the first bird.

Sun 18

Afternoon watch. passed about a dozen big
 and rather. saw the biggest one.

Mon 20

6-131 about 8.11 saw a good looking
 one on the boat. It had a very
 interesting. 9.15 P.M. saw a bird
 across the river from post 5. It was a bird
 but the new Sweden's friend of the bird.

TIN FISH

May 20 1915

Sat 25 The temperature and the humidity dropped
about noon. The humidity was still
but less in evening a little for night.

Sun 26 quite hazy but otherwise fine weather.

Mon 27 Still still in but breeze died away.

Tue 28 5.45 A.M. the Cushing turned out
and went to sea. The rest of the fleet

Wed 29 Flew in again this morning for
broke up. The fleet was scattered
off for Bureau River and the fleet
headed east. The Cushing is
no, and the others are scattered.

Sailed through the whole Port
this morning. Saw about a million gunboats.

Thu 30 11.45 heavy rain again with wind
stronger. The fleet was scattered
on the port side. The Cushing
headed east. The rest of the fleet
was behind the steamship and the fleet

June 1

Very quiet all day and a heavy rain
sp. The Cushing left about 10.15

Sat 2 11.45 rain again and heavy rolling

Mon 4 2.20 A.M. and night. The fleet
Wiley off Kittery - being chased by

June 5

Tues

5 AM found a birdie looking
for nesting down, with everything in line
that would be, making about 10 knots.

She was sure dressed up, some 2 hours
from the wing her own way a little
at 8 AM was a light breeze from
S. West - 10 knots, to 15 knots at 9 AM

Wed. 6 | 12-4 At 7 AM - wind to 15 knots from
the land - all birds were in line
making for the 10 knots. At 8 AM
some birds were out of line, about 10
knots, 2-3 AM some birds were out of
a good deal. At 9 AM the wind
was 10 knots from the land - 10 knots
at 10 AM - 10 knots from the land - 10 knots

6 | Picked up Pilot - 10.40 AM
at 12.00 PM

INTEREST LAWS AND STATUTES OF LIMITATIONS.

STATES AND TERRITORIES.	INTEREST LAWS.		STATUTES OF LIMITATIONS.			STATES AND TERRITORIES.	INTEREST LAWS.		STATUTES OF LIMITATIONS.		
	Legal Rate.	Rate allowed by Contract	Judgments, Years.	Notes, Years.	Open Accounts, Years.		Legal Rate.	Rate allowed by Contract	Judgments, Years.	Notes, Years.	Open Accounts, Years.
	<i>p'ct.</i>	<i>per ct.</i>					<i>p'ct.</i>	<i>per ct.</i>			
Alabama.....	8	8	20	6	3	Nebraska.....	7	10	5	5	4
Arkansas.....	6	10	10	5	3	Nevada.....	7	Any rate.	6	6	4
Arizona.....	7	Any rate.	5	4	2	New Hampshire.....	6	6	20	6	6
California.....	7	Any rate.	5	4	2	New Jersey.....	6	6	20	6	6
Colorado.....	8	Any rate.	6	6	6	New Mexico.....	6	12	15	6	4
Connecticut.....	6	•	•	6	6	New York.....	6	6†	20	6	6
Delaware.....	6	6	20	6	3	North Carolina.....	6	8	10	3	3
District of Columbia.....	6	10	12	3	3	North Dakota.....	7	10	20	6	6
Florida.....	8	10†	20	5	2	Ohio.....	6	8	5	15	6
Georgia.....	7	8	7	7	4	Oklahoma.....	7	12	•	•	•
Idaho.....	10	18	6	6	3	Oregon.....	8	10	10	6	1
Illinois.....	5	7	7	10	5	Pennsylvania.....	6	6	5	6	6
Indiana.....	6	8	10	10	6	Rhode Island.....	6	Any rate.	20	6	6
Iowa.....	6	8	10	10	5	South Carolina.....	7	8	10	6	6
Kansas.....	6	10	5	5	2	South Dakota.....	7	12	20	6	6
Kentucky.....	6	8	15	15	5	Tennessee.....	6	6	10	6	6
Louisiana.....	5	8	10	5	3	Texas.....	8	12	10	4	2
Maine.....	6	Any rate.	20	6	6	Utah.....	10	Any rate.	5	4	2
Maryland.....	6	6	12	3	3	Vermont.....	6	6	6	6	6
Massachusetts.....	6	Any rate.	20	6	6	Virginia.....	6	6	10	5	2
Michigan.....	6	8	6	6	6	Washington.....	10	Any rate.	6	6	3
Minnesota.....	7	10	10	6	6	West Virginia.....	6	•	10	10	5
Mississippi.....	6	10	7	6	3	Wisconsin.....	7	10	20	6	6
Missouri.....	6	8	20	10	5	Wyoming.....	12	Any rate.	5	5	4
Montana.....	10	Any rate.	6	6	2						

* No usury, but over 6 per cent. cannot be collected by law. † Not to exceed 10 per cent. ‡ New York has by a recent law legalized ar rate of interest on call loans of \$5,000 or upward, on collateral security.

DOMESTIC WEIGHTS AND MEASURES.

Apothecaries' Weight: 20 grains=1 scruple; 3 scruples=1 dram; 8 drams=1 ounce; 12 ounces=1 pound.
Avoirdupois Weight (short ton): 27 11-32 grains=1 dram; 16 drams=1 ounce; 16 ounces=1 pound; 25 pounds=quarter; 4 quarters=1 cwt.; 20 cwt.=1 ton.
Avoirdupois Weight (long ton): 27 11-32 grains=1 dram; 16 drams=1 ounce; 16 ounces=1 pound; 112 pounds=cwt.; 20 cwt.=1 ton.
Troy Weight: 24 grains=1 pennyweight; 20 pennyweights=1 ounce; 12 ounces=1 pound.
Circular Measure: 60 seconds=1 minute; 60 minutes=1 degree; 30 degrees=1 sign; 12 signs= 1 circle.
Cubic Measure: 1,728 cubic inches=1 cubic foot; 27 cubic feet=1 cubic yard.
Dry Measure: 2 pints=1 quart; 8 quarts=1 peck; 4 pecks=1 bushel.
Liquid Measure: 4 gills=1 pint; 2 pints=1 quart; 4 quarts=1 gallon; 31½ gallons=1 barrel; 2 barrels=1 hogshead.
Long Measure: 12 inches=1 foot; 3 feet=1 yard; 3½ yards=1 rod or pole; 40 rods=1 furlong; 8 furlongs=1 mile; 3 miles=1 league.
Mariners' Measure: 6 feet=1 fathom; 120 fathoms=1 cable length; 7½ cable lengths=1 mile; 5,280 feet=1 mile; 6,085 feet=1 nautical mile.
Square Measure: 144 square inches=1 square foot; 9 square feet=1 square yard; 30¼ square yards=1 square perch; 40 square rods=1 rood; 4 roods=1 acre; 640 acres=1 square mile; 36 square miles (6 miles square)=1 square league.
Time Measure: 60 seconds=1 minute; 60 minutes=1 hour; 24 hours=1 day; 7 days=1 week; 365 days=1 year; 366 days=1 leap year.

FOREIGN MONEY.

Money: 4 farthings=1 penny (*d*); 12 pence=1 shilling (*s*); 20 shillings=1 pound (£).
100 Money: 10 centimes=1 decime; 10 decimes=1 franc.
100 Money: 100 pfennings=1 mark.
100 Money: 100 copecks=1 rouble.
Austro-Hungarian Money: 100 kreutzer=1 florin.

BUSINESS LAW IN DAILY USE.

The following compilation of business law contains the essence of a large amount of legal verbiage:—
 A note is lost or stolen, it does not release the maker; he must pay it, if the consideration for which it was made can be proven.
 A note bears interest only when so stated.
 Partners are responsible for the acts of their agents.
 An individual in a partnership is responsible for the whole amount of the debts of the firm, except in cases of partnership.
 The law excuses no one.
 Compulsion compels no one to do impossibilities.
 A contract without consideration is void.
 A contract made on Sunday is void.
 A contract made on Sunday cannot be enforced.
 A contract made by a minor is void.
 A contract made with a minor is void.
 A contract made with a lunatic is void.
 A contract obtained by fraud, or from a person in a state of intoxication, cannot be collected.
 A contract to conceal a fraud.
 A signature made with a lead pencil are good in law.
 A receipt for money is not always conclusive.
 The act of one partner binds all the rest.
 "Value received" is usually written in a note, and should be, but is not necessary. If not written, it is presumed by the law that the note may be supplied by proof.
 The maker of an "accommodation" bill or note (one for which he has received no consideration, having lent name or credit for the accommodation of the holder) is not bound to the person accommodated, but is bound to all other parties, precisely as if there was a good consideration.
 No consideration is sufficient in law if it be illegal in its nature.
 Checks or drafts must be presented for payment without unreasonable delay.
 Checks or drafts should be presented during business hours, but in this country, except in the case of banks, the time extends through the day and evening.
 If the drawee of a check or draft has changed his residence, the holder must take due or reasonable diligence to find him.
 If one who holds a check as payee or otherwise transfers it to another, he has the right to insist that the check be presented that day, or, at the farthest, on the day following.
 A note indorsed in blank (the name of the endorser only written) is transferable by delivery, the same as if made out to bearer.
 If the time of payment of a note is not inserted, it is held payable on demand.

A
B
C
D

Borrowed money
from ~~3rd mate~~
Barney
Alfred
3rd mate (singles)

Paid
~~\$ 2.00~~
5 francs,
5 paid
+ bite

Paul

Owe money to
Barney
1 ps socks
Pea coat
mitchies

\$ 1.50
20
112 1/2

Paul

U
V
W
Y
Z

Chamber of Commerce
 Merchants Exchange -
 California Street
 San Francisco

1111111

Feb 10 - Sept 10
 Jan 18th

7 mo

1	2	
2	1	2 4
<hr/>		
2	10	22

31

11

12

All in the Point of View



The Cat — "you Coward!"

U
V
W
Y
Z

S/S. Hawaiian

- June 14 Friday. Signed on for "somewhere" in Europe.
- 16 Sunday. 1 P.M. hauled out in the stream and anchored.
- 17 Mon. The Oregonian came in and anchored.
- 18 Tues. Move up 11 A.M. got under way 11:30, following the Terman. Passed the Minnesota. 45 ships in company, and about ten showing lights. Weather overcast and light breeze, variable.
- 19 Wed. 4-8 heavy fog. steamed over Tonga after 12-6 Sec. mate balled up the whole blasted company. Fine weather, light breeze.
- 20 Thu. Breezing up a little. Fine and clear.
- 21 4-8 watch passed a bark on port beam close hauled on port tack, bound south. when first sighted she was snuggled down to her fore topsels and main topgallant but as she bore down on us she set her courses. She is making about $9\frac{1}{2}$ knots.
- 22 Sat. Fine and clear. wind hauled S.E. 6-12 Taking spray over. Breezing on stuff.
- 23 Sun. blowing a gale S.E. pitching and rolling like bluffs. deep cargo shifted and stove up and boardwalks smashed. One ship hove to and dropped out. We kept a race up.

Mon. 24 12-4 A.M. blowing a howling Sou'easter
rain and mist. 8-12 Wind eased up
and sea gone down. still raining.
Wind hauled south about 6 A.M.
6-12 Fine and clear. Wind light but
heavy following sea.

Tues 25 Fumigated and assassinated several
million bedbugs. Tried our gas masks.

Wed 26 Moved our gear in again. asked the
mate for a watch to clean and paint out
but he refused. It's a hell of a mate.
Tues 25 got S.O.S. from the Glendale
she was being shelled by big sub.

The cruiser Columbia left our company
and started to help. A Norwegian
Tearup caught up with us, had her
starpauls set and engines going full
ahead.

That's the first time the
damned squawhead ever showed speed
in this company. In the afternoon
another ship was shelled 16 miles
astern, one of our company. Weather
fine and clear smooth sea. Our
room stinks like 10 bags of sulphur.

27 Thurs. Had target practice tonight. I got a
howling out from the 731 today about
not altering. It was the 100 mile fault
bet the old cat bet on to be the blow.
I then found a soft spot on the surface.

28 Fri. 2-4 A.M. started to rain about 4
raining rotten weather.

The gunners have been working on the long gun since Thursday. They borrowed a shell, a bomb and a fuse for the break and launch and have tried some way to get them out but no go.

Went down to see the gun and being entirely well getting up.

Got a burning fire from Columbia for showing a light last night and was marked of ship with light bright.

June 20 Sat. and on the Columbia took silver shell came up astern of us and fired the first time of ship.

The Chinks cooks and our Porto Rico mess made it on the saloon deck with knives cleavers and slicer bars, also a basket.

The O.M. cleared up the whole bunch.

June 21 Sun. the blasted ship was gone according to all reports.

July 2 Tues. Convoy split up today and we are heading out tomorrow. Met the French destroyer this afternoon.

3 Wed. Fine and clear with blue sky the Day of Discovery tonight.

4 Thur. **JULY 4TH 1918.**

8-12 A.M. arrived in Great Harbor 10:30 A.M. and anchored with the rest of the convoy. Tossed ship. Saw a sub in the harbor.

5 4-5 That morning cleared up 5 A.M. Saw the sub again about 5:15 p.m. away.

July 6

6 Sat. Started to leave up 3:45 a.m.
 Got away 6 a.m. The convoy is in two
 lines, Limes and Squareheads in one line
 and Americans in the other. About 7
 P.m. on my wheel, the convoy stopped and
 got halted up and we nearly cut the little
 creek in two. Anchored in Duikeron
 Bay at 8.30 alongside the Topmasts of a
 sunken ship off St. Nazaire. 8.30
 a.m. passed Point Raz de Sein
 Napoleon's former summer home, and
 are anchored off Belle Isle, Isaac
 Bernhardt's home.

7 Sunday. Sailed 3.30 a.m. Sun and
 hot as blaze. Let go the anchor off
 La Pellee at 7.25 P.M. 5-6 fathom cable.

8 Monday. Sailed at 2 noon for Cordouan
 anchored 5.30 P.M.

9 Tues. Down 2.30 P.M. and got
 alongside in Cassene 9 P.M. This is

10 a port of a fort station, with bigger soldiers
 for stations. One of the boys was

Am. Co. over from the Casco. Found a
 Norwegian steamer sunk in the river
 and had to cross her bow and came
 within 50 yds of the other bank.

Some girls were waving and
 yelling "hello" in English to us.

11 Wed. Army officer and doc was aboard
 this a.m. sent us a lecture and shot
 a charge of dope into our arms. Some
 lame as blazes, but not swollen yet.
 P.S. had to leave at 2.30 P.M. all in
 paralyzed and swollen legs.

July 11th.

5

Thurs. Fished around all day, doing a little
chipping. Ann is like a barrel.

Fri. Feel better. painted the bridge deck.
2:45 P.M. a sling carried away and dropped
a load of ice on Jack at the gangway,
cutting his head, eye and leg. He was
sent to Bassens Hospital in the army
ambulance. The Oregonian came
in today. I must ashore tonight and
meet Mac Davis in and allto. Sam
was glad to see him.

Sat. went to Bordeaux today: saw the city,
had chuck in Y.M.C.A. and bought some junk.
came home busted, tired and satisfied. o la la

Sunday. This is the French Independence
day. There was a big celebration in Bor-
deaux. Aeroplanes dropping the bombs
over the city. one of them was flying near
us. Carlson and I must ashore tonight for
a bike through the country and stopped
at the Y.M.C.A. (Bassens) on our return,
Carlson played the piano there. Sam fine.
One of the niggers was playing my guitar
aboard ship, a combination of Son stuff &
Kauka. Sam was good.

Mon 15 The nigger offered me 250 francs for my
guitar (about \$48.00) but I must sell.
The nigger offered me 250 francs for my
guitar (about \$48.00) but I must sell.

Wed Jack came back, all ashore up. at noon
all hands got a shot of beer again. Sam
all in.

July 18

Thursday: sailed 1.30 from Bassett.
shipped a yankee in Kaiser's place.

6 P.M. anchored off Nofoa, mouth Gironde River

20 Sat. Stiff breeze blowing off the land.

21 Sun. a mine sweeper off some ship drifted past us today on the tide. looked like a white shark.

22 Mon. 6-12 rain like blazes.

23 Tues. 4-5 more rain and wind.

24 Wed. Shore shot 11.20 - hoove up and sailed noon - fine weather.

25 Thu. Destroyer hauled us out; out of position

26 Fri. Enemy of the air only 4 ships with us. heavy swell on all day. fine and clear. Carlson threw the medicine ball overboard.

27 Sunday. Heavy sea. Blowing hard. Stayed in clear bay port after shipping a sea. I used the Martinspike for a hammer and it slipped, hit my desk and lamp and split it open (the lamp) so I'm all bunged up. Fled like a pig as guess I went back a black eye. pitching like blazes.

28 Monday. Wind hauled S.E. 5.30 P.M. and husted with a roar like train entering a tunnel

29 Tues. 12-4 NW blowing hard heavy sea

July 31

7

31 Wed.

Wind has moderated and sea gone down some. Saine squalls all day. my eye is starting to trouble me. can't see good now.

6-12 heavy squalls. big sea and burn steering. I can't see to steer anywhere.

Rolling like an empty barrel. Got out the rolling stop again.

Aug 1

August 1st Thursday.

Wind has blown itself out and sea gone down. Bazy and sea weather.

2 Fri. Wind backed S.W. and is clearing up some. sea is cold and smooth now.

3 Sat. 12-4 a.m. 2 a.m. wind backed N.W. Got cold as the Grand Banks. Culver's head swelled up yesterday morning. 6-12 shut in heavy fog. No wind left. Is thick as mud all night.

4 Sun. 4-5 fog, rain.

5 Mon. 12-1 2.40 a.m. picked up a white light in port beam. 4 a.m. I heard 3 light vessels fire and clear in the light (N.W. breeze). 6-12 squally weather, after gunner reported light on port quarter at 8 bells midnight. Sub reported ahead hulling a steamer. We will be about where she is at 4 a.m.

6 Tues. Fog - 8-12 12-3 fog. cleared up and sun came out. Forelopman reported a wake on port beam. S.P.M. thought it was a sub.

August 7. 1915

Wed. 8-12 Fog so thick you can sit on the rail and lean against it. Got word that Diamond Shoals lightship is sunk.

Didn't say whether she was rammed or torpedoed. 12.30 fog lifted: we are off Nantucket Shoals and expect to see the lightship soon. 4.30 passed Nantucket Shoals but didn't see it as it was thick again. 5 P.M. passed a windjammer in the old tack.

10.45 P.M. came on to squall and we had the worst electrical storm I ever saw.

The brightest flash struck just ahead and as I thought of the magazines my hat flew up and spun round twice before it hit again. Was all over by 11.30. St Elmo's light covered the starboard wireless aerial.

The wind squall was followed by a hot wind, like an open fire door.

Thurs 8 took the pilot 11 A.M. got in to Bush Blocks 1 P.M. and got orders for A.T.S. dock next in Hoboken. got alongside 8.45 P.M. Saw an liner ship at Bush Blocks that had a liquid gas tank explode in her fore hold and sunk her.

Sat. 10 The Navy has taken the old girl and sent us ashore. Paid off today.

* * *

This is one of the reasons we go home and kick the cat—

Der editor,

i have a bote with a cabing on it it has a engin of 12 hoarses but want go worthe a dam ownly 5 miles what prpeller do i need. Mr. H. A. Howes.

* * *

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B. Frankel,
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The Booting of Dan McStew

A bunch of boys were whooping her up
In the "Curly Wolf" Saloon

The guy at the Piano was pumping a jigg
tune

was at the bar back counter, stood Dan McStew

while watching him out (without buying a drink)
was the bartender known as Lew.

He had staggered across the floor
and leaned up against the lunch
Herring & pretzels & sweeties cheese
He guzzled the whole damn lunch
Then I got to wondering what led to
This plate of Irish stew

I turned around - and watching him
was the bartender known as Lew

I ducked my head as the barroom shook
and two men hit the floor
I might've booted as he was booted
Clean out thru the open door

First on his nose in the Arctic snow
Lay carcasses Dan McStew
Which the man who kicked him & gave
him a poke

was the bartender known as Lew.

Nook's Ark

Nook he did build an ark

" " " " " "

" " " " " "

He built her out of history books

Balms & Lilies

" " " "

way down in Bongo farm

When she was done he had no sail

So he histed up his old shirt tail

Two days out he struck a gale

and took three reefs in his old shirt tail

She got a leaking hole in her

He manned the pumps & pumped her dry

He got no sight for a week or more

And found his ark on a dead lee shore

The night was black as Nook's coat

He piled her up on Arrarat

The breakers roared and swept her deck

and left old Nook's Ark in a wreck

The Ballad of Yukon Jake.

Oh the North Country is a hard Country
 That mothers a bloody hood:
 And its icy arms hold hidden charms
 For the greedy, the sinful and lewd.
 And strong men rust, from the greed and the lust
 That rears the Northland soul,
 But the richest born, from the Pole to the Sporn
 Is the Hermit of Sharktooth Shoal.

Now Jacob Kaine was the Hermit's name
 In the days of his pious youth
 Ere he cast a smirch on the Baptist church
 By betraying a girl named Ruth.
 But now men quake at "Yukon Jake"
 The hermit of Shark Tooth Shoal
 For that is the name that Jacob Kaine
 Is known by from Nome to the Pole.
 He was just a boy, and the Parson's joy
 (Ere he fell for the gold and the muck)
 And he learned to pray with the rog. and the tray
 In a farm near Keokuk.
 But a Service tale of illicit kale—
 And whiskey and women wild—
 Drained the morals clean as a soup-tureen
 From this poor but honest child.
 He longed for the bite of a Yukon night
 And the Northern Lights weird flicker,
 Or a game of stud in the frozen mud
 And the taste of raw red licker.
 He wanted to mush along in the slush
 With a team of huskie hounds
 And to fire his gat at a beaver hat
 And knock it out of bounds.

So he left his home for the hell-town of Nome
 On Alaska's ice-ribbed shores,
 And he learned to curse, and to drink, and worse—
 Till the rum dripped from his pores.
 When the boys on a spree were drinking it, here
 In a Malamute saloon
 And Dan Megraw and his dangerous crew
 Shot craps with the piebald coon;
 When the lid on his stool banged away like a lid
 At a rag-time melody
 And the barkeep vowed, to the hardboiled crowd
 That he'd ere-mate Sam McGee—

Then Jacob Kaine, who had taken the name
 Of Yukon Jake, the Killer
 Would rake the dice with his forty-five
 Till the atmosphere grew chillier.
 With a sharp command he'd make 'em stand
 And deliver their hard-earned dust
 Then drink the bar dry of rum and rye
 As a Klondike bully must.
 Without coming to blows he'd tweak the nose
 Of Dangerous Dan Megraw
 And becoming bolder, throw over his shoulder
 The lady hats known as Lou.

Oh, tough as a steak was Yukon Jake
 Hardboiled as a picnic egg.
 He washed his shirt in the Klondike diet
 And he drank his rum by the keg.
 In fear of their lives (or because of their wives)
 He was shunned by the best of his pals,
 An outcast he from the camaraderie
 Of all but wild animals.

So he bought him the whole of Shark Tooth Shoal
 A reef in the Behring sea,
 and he lived by himself on a sea lions shelf
 In lonely iniquity.

But miles away, in Keokuk, Ia.,
 Lived a ruined maiden fight
 To remove the smirch from the Baptist Church
 By bringing the weather light.
 And the Elders declared that all would be squared
 If she carried the holy words
 From her Keokuk home to the hell-town home
 To save those sinful birds.
 So, two weeks later she took a freighter
 For the gold-cursed land near the Pole
 But Heaven aint made for a lass that's betrayed—
 She was wrecked on Shark Tooth Shoal.

All hands were tossed in the sea, and lost
 All but the maiden Ruth
 Who swam to the edge of the sea lions ledge
 Where abode the love of her youth.
 He was hunting a seal for his evening meal
 (He handled a mean harpoon)
 When he saw at his feet, not something to eat
 But a girl in a frozen swoon,
 Whom he dragged to his lair, by her dripping hair
 And he rubbed her knees with gin—
 To his great surprise, she opened her eyes
 And revealed—his original sin.

His right ear his head grew stiff and weird
 And it felt like a chestnut burr,
 And he swore by his pizgord, and the Arctic blizzard
 That he'd do right by her.

~~But a hopeless rake was Yukon Jake~~
 But the cold sweat froze on the end of her nose
 Till it gleamed like a Tecla pearl,
 While her bright hair fell, like a flame from hell
 Down the back of the grateful girl.

But a hopeless rake was Yukon Jake
 The Hermit of Shark Tooth Shoal!
 And the dizzy maid he re-betrayed
 And wrecked her immortal soul!
 Then he rowed her ashore with a broken oar
 And he sold her to Skam McGrew
 For a muskie dog and some hot egg-nog —
 As rascals are wont to do.

Now Ruthless Ruth is a maid uncouth
 With scarlet cheeks and lips
 And she sings rough songs to the drunken throngs
 That come from the sealing trips.
 For a rouge stained his from this infamous miss
 They will give a seal's sleek fur
 Or perhaps a sable, if they are able
 It's much the same to her.

O the North country is a rough country
 That molters a bloody brood
 And its icy arms hold hidden charms
 For the greedy the sinful and cruel.
 And strong men rust from the gold and just
 That sears the northland soul,
 But the wickedest born from the Pole to the
 Horn
 Is the Hermit of Shark Tooth Shoal.

Oh I'll be chewing salted horse & biting planks
 and dreaming of the girl that waits for me
 I'll listen to the low-wash & the welter of the break
 At a thousand oars of clipper running free.
 For the tug has got the tow-ropes, & we're sheeting home the topsails
 The wash is foaming white along our lee.
 And I left my oving girlie for a pitching focsle-head
 And the rolling crested combers of the sea.

So will shut the thrashing royals home and drive her
 down the Bay

Good-bye my lass, good-bye & fare-ye-well
 we've dropped the tug & pilot, and the decks are wet with spray
 As the foessels forefoot tramples down the swell.
 She's logging nearly seventeen, she rattles out the reel
 Her wave is boiling like the sides of Hell
 A heavy-listed sailor ~~throws his cap~~ ^{throws his cap} against the wheel
 And the sea-sick ordinary strikes the bell.

Now when the ship is homeward bound and I come
 rolling home

I hope that she is waiting still for me -
 For if she isn't married then I never more will roam
 And if she is - then I'll go back to sea.
 My heart would sure be broken if my girl should
 wed another

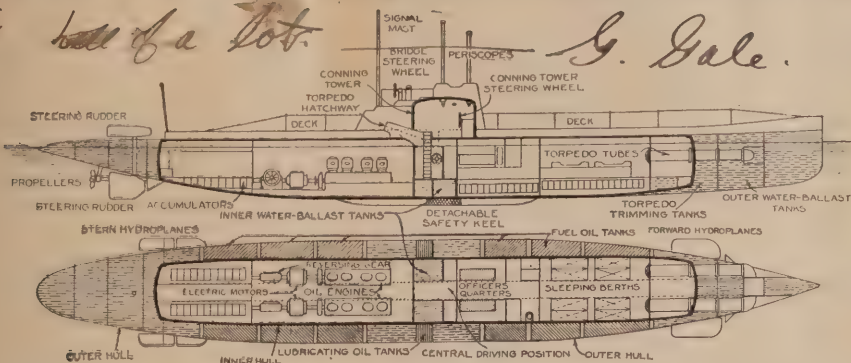
But who would ask a girl to love a tar?
 A sailor's but a drifter, just a wanderer of the foam
 A sailor's girl must be a sailor's star.



HARPER'S MAGAZINE ADVERTISER

SUBMARINES

WHAT DO YOU KNOW ABOUT THEM?

It's all of a lot.
G. Gale.


Thousands of our citizens have been racking their brains, trying to devise some means of combating the U-Boat.

Our Allies are relying upon American ingenuity to solve the problem.

Many people have but the vaguest notion of what a submarine really is, or what the sea will do to attachments on a ship calculated to stop the death-dealing torpedo.

With the purpose of enlightening the public and giving them some idea of the principles of the submarine and what has been accomplished in the way of defense, the SCIENTIFIC AMERICAN is running a series of articles on "The Submarine Problem."

The series includes a description of the torpedo, the submarine, the special measures designed so far to protect ships, means of detecting submarines, and of trapping them.

The following is a partial list of special articles published and to be published:

- I. *The Submersible the Ultimate Answer to the Submarine.*
- II. *Internal Construction of the German U-Boat.*
- III. *Nets and Steel Plates as a Defense against the Torpedo.*
- IV. *Closing the North Sea with a Bomb Curtain.*
- V. *The U-Boat Campaign.*
- VI. *Methods of Detecting U-Boats.*
- VII. *The Zig-zag Course as a Defense.*

A body of patriotic American citizens, the Council of National Defense, has been working for months, without pay, helping this country cope with the great war and industrial problems which confront it. So busy has been the Council of National Defense that it has had very little time to make public its aims and accomplishments. The Scientific American, however, has succeeded in obtaining exclusive information about the very important and interesting work undertaken by this Council.

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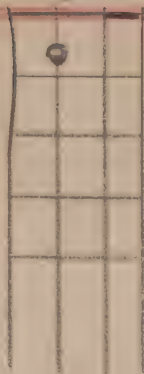
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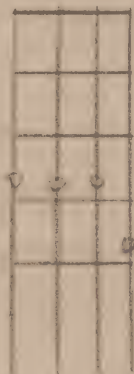
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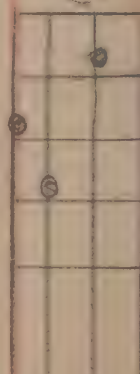
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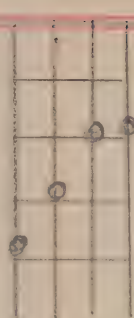
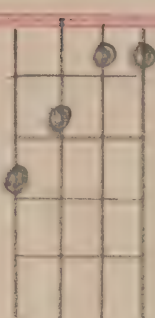
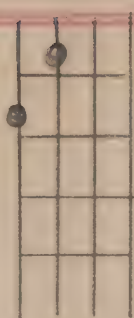
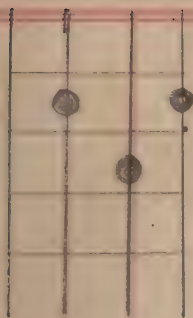


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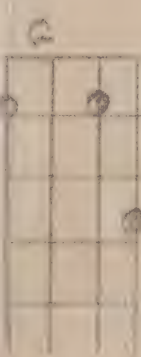
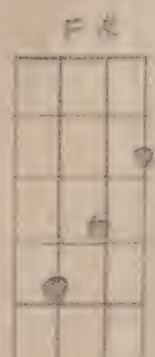
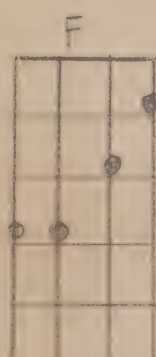
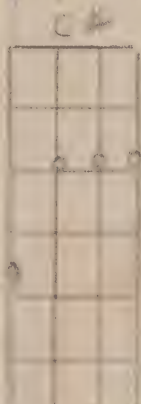
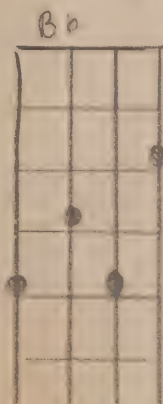
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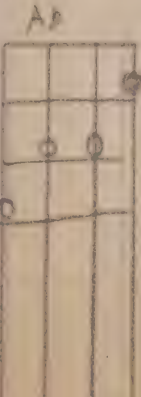
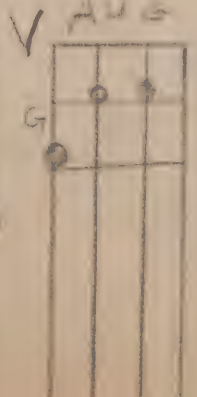
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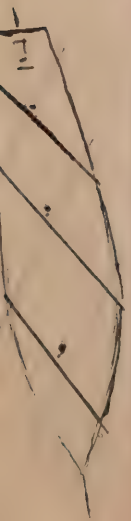
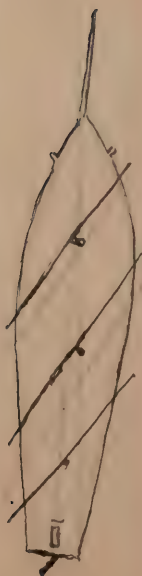
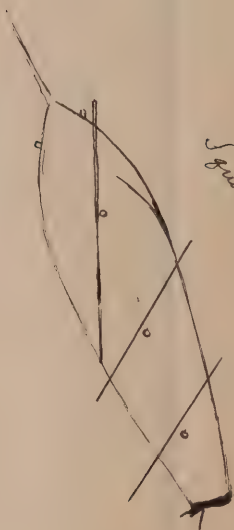
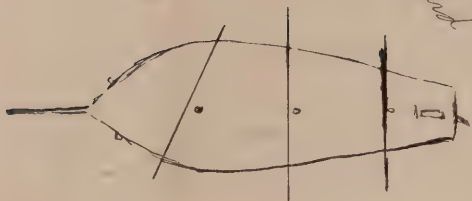
Square in after yards.

haul up the foreline.

haul round fore yard

Brace up after yards.

Rise and set on front sails

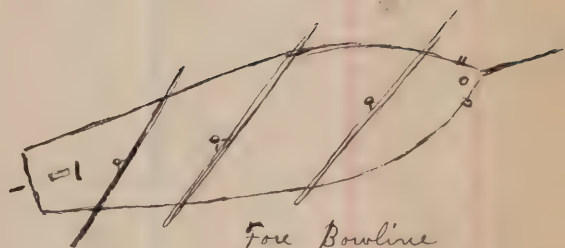
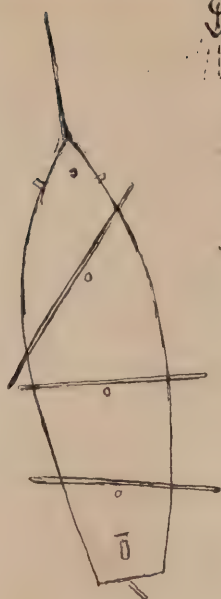


Tacking S. lip.

WIND



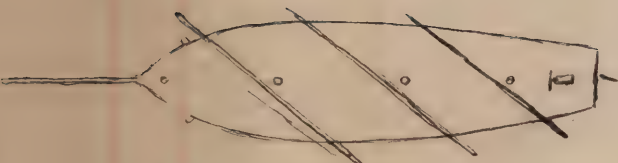
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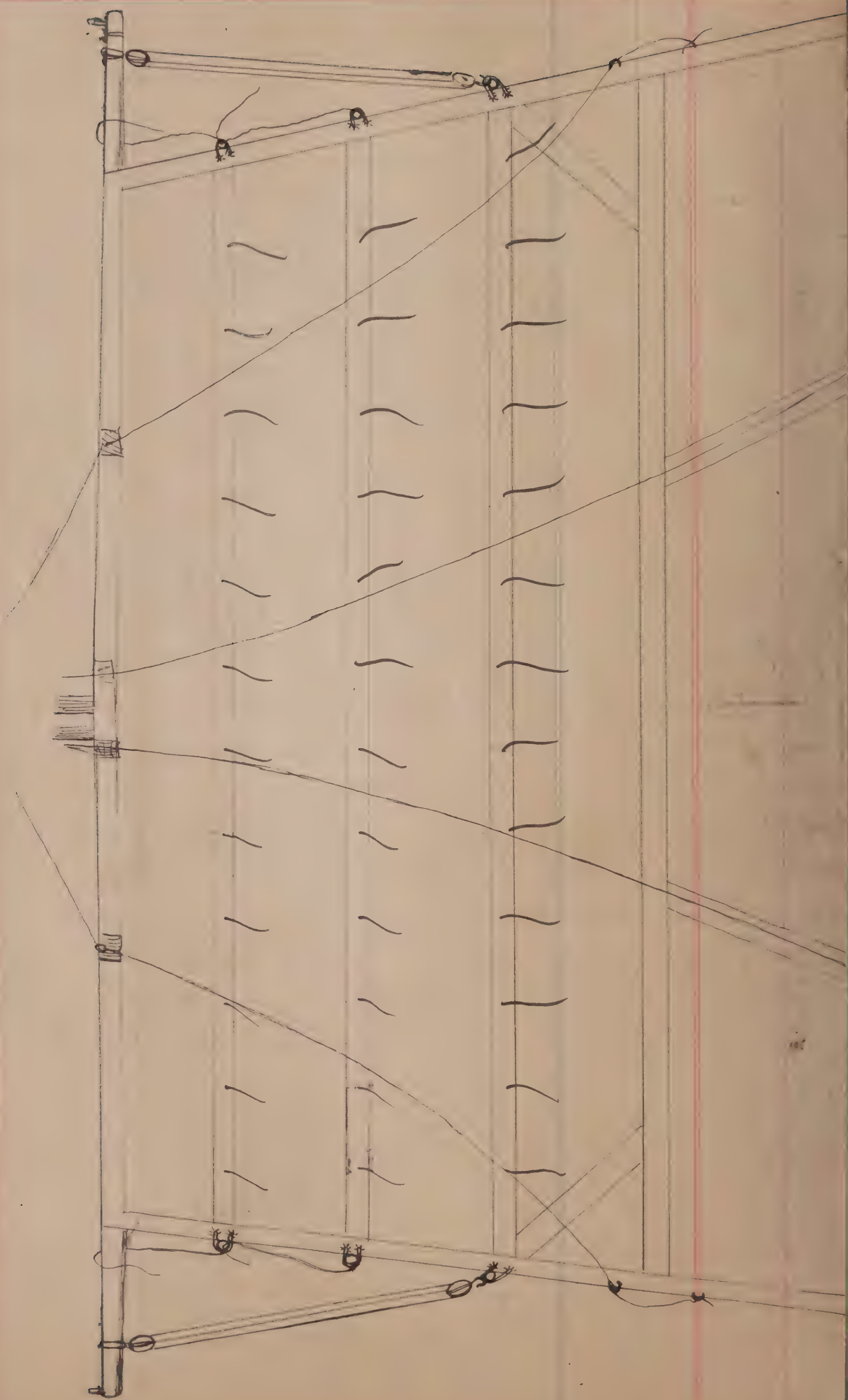


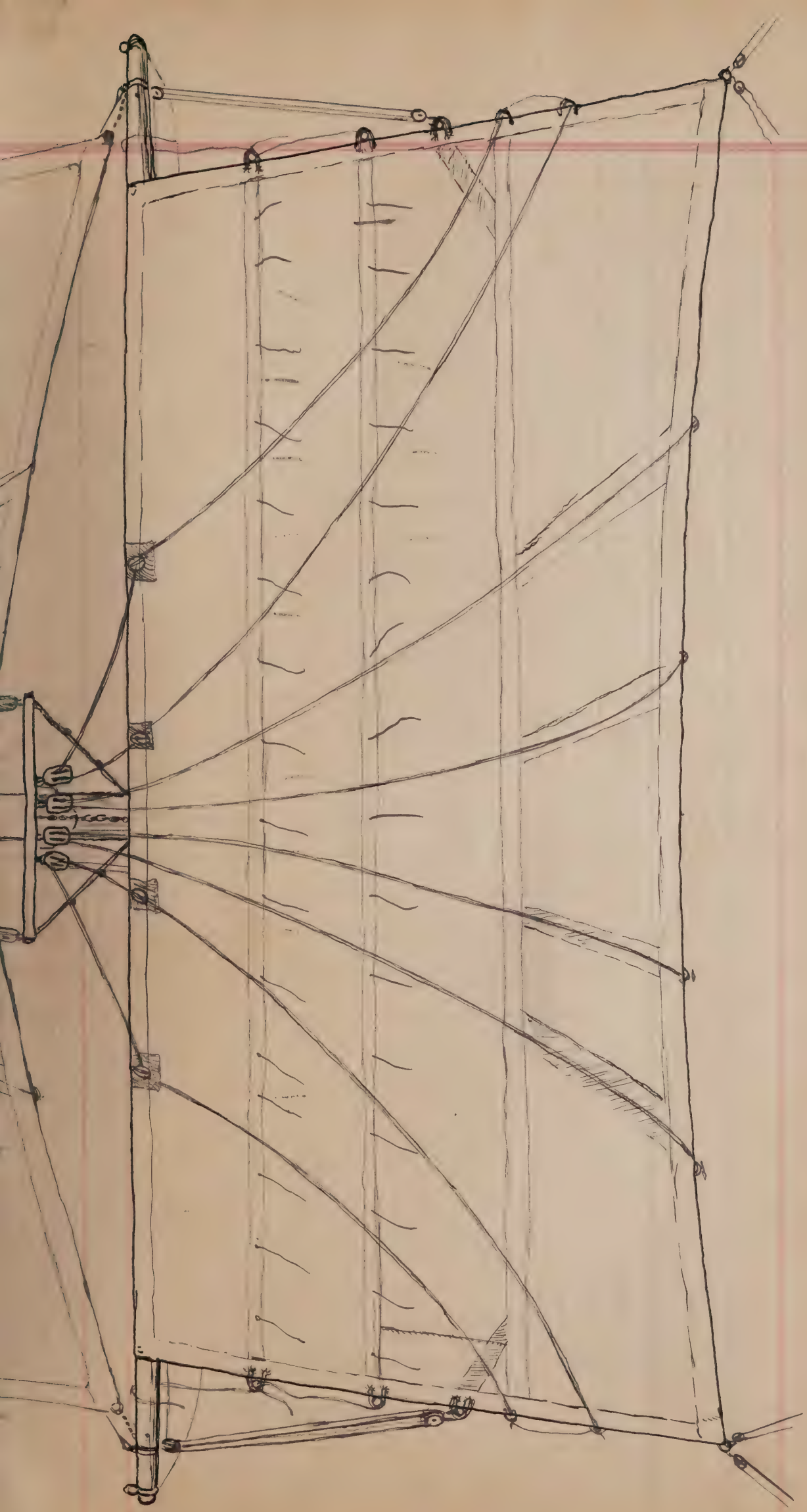
Fore Bowline

(round fore yard.)

Tull for Stays.

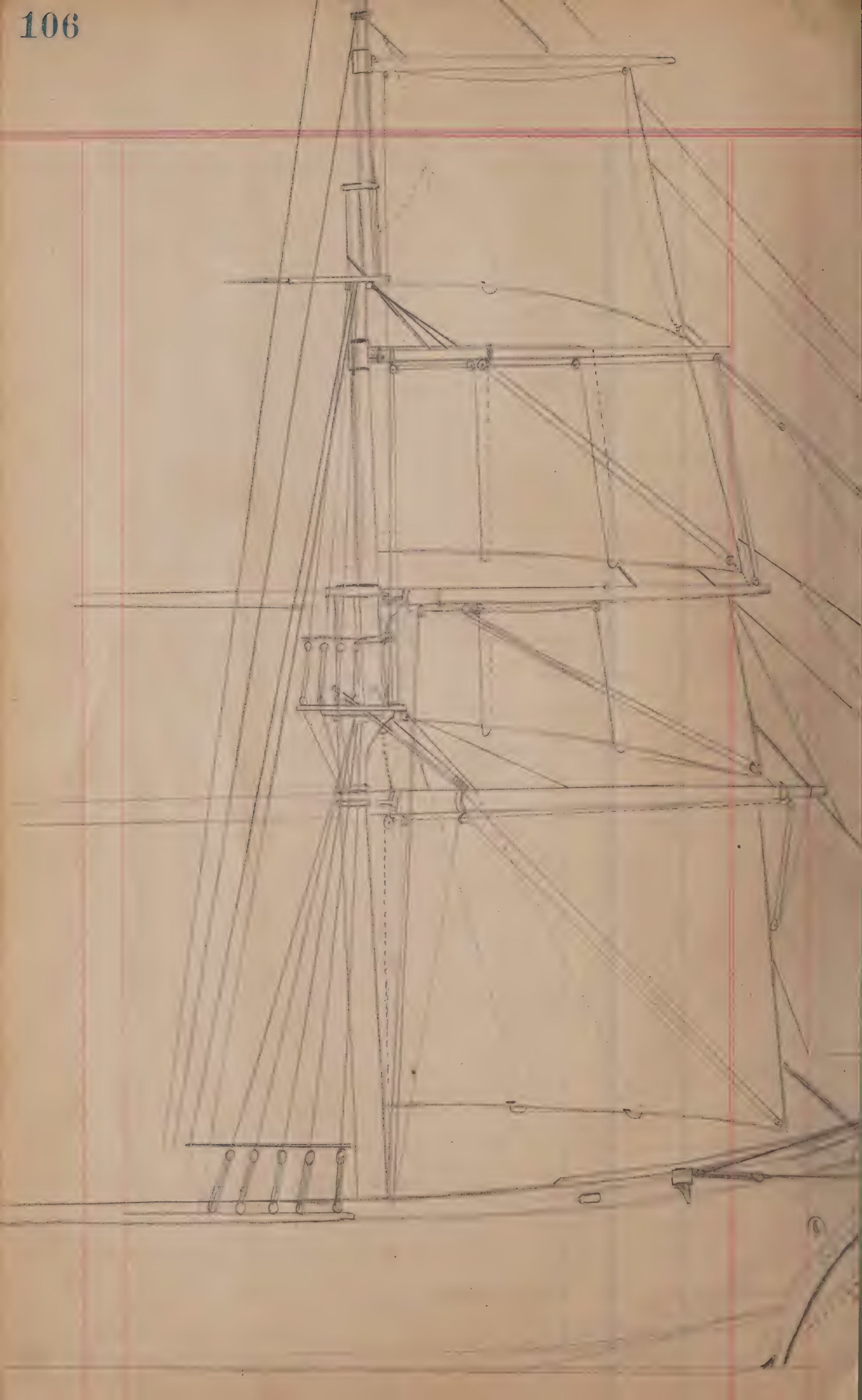














Sketching of modern Windpower

To Stick a Cringle.

runlay a single strand the size rope your cringle is to be, whip ends, run strand through port hand grommet in sail, having one end a third longer than the other (helping the roping to you). If a third is to go in, lay up the parts of the strands together, counting 3 lays. Start with the short end in you then run the long strand from you through the right hand grommet, taking it through the cringle and it will be in the right position to lay up in the vacant space left in cringle. When done, the one end will hang down inside the right hand grommet, the other outside the left. The ends are latched by running through their respective grommets, passed over the back rope and under their own part, one back to you & one from you.

Then take the ends down under one strand on right & two on left of cringle nearest it, tack ends under the first 2 strands nearest the litch.

Having well down, fid her out, put the all in on fore side the sail. Tack the ends back left handed, under one strand, then under 2, right hand, leave taught at each tack, whip ends.

always count odd strands (5-7 etc).

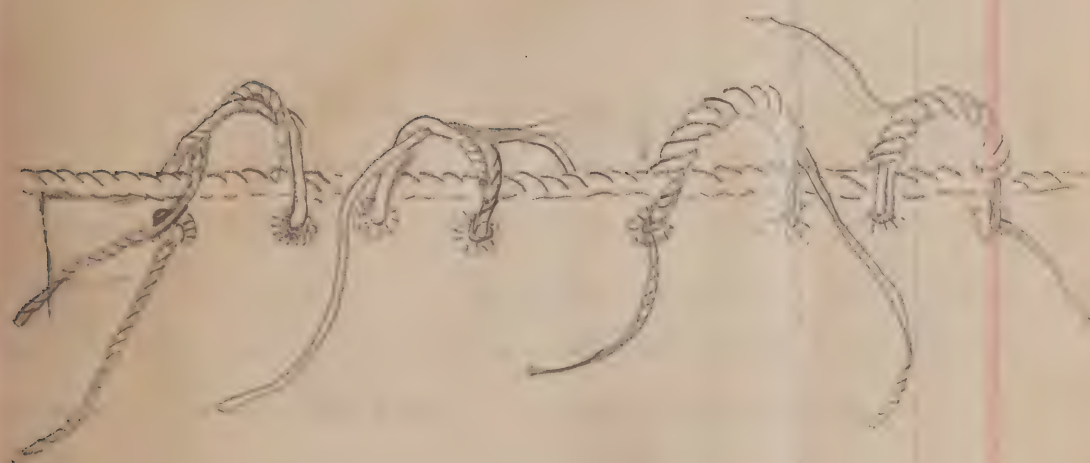
To finish on the crown, tack ends with 2 strands, cross them under the crown and all close off.

Construction of ropes.

Harser-laid rope is composed of three strands laid up right hand.

Stand laid rope is also laid up right hand, but consists of four strands and a heart.

Cable-laid rope is three harser laid ropes laid up left hand, or three left hand ropes laid up right hand.



Tee-hauling Ship.

Put helm down; haul up anchor-boom and clips; light up head-sheets and slack lee braces, as she can come to; as she comes to the wind, raise tack and clew haul up main and brail in spanker; when she comes headway, square in after yards, back head yards, flatten in the head sheets; the helm being down will pay her off as she has steerway; as she goes off keep the after yards lifting and square the head yards until she has the wind on her beam; then put up anchor and haul it, and back the after yards if she comes to on other tack; square head yards and meet her with the helm.

Club - Hauling off a lee shore.

Cook - bill the lee anchor; get a line and spring and lead to the lee quarter; haul the cable and anchor ashore it astern the ship; when she comes clew: raise tack and sheet (as long as she stays) and as soon as she has headway square the yards; when head to wind "bear" "haul" is when she pays off on other tack; when she has the spring "let go and haul," then get to anchor.

Paying with foretopsheet sheet - all the while no bottom pay bills.

Mr. Tom O'Brien was aboard passenger ship.



Bark in stays

one old bark

Fishing in Topogallant. Sit.





Brigantine double-masted schooner - 1840

and a small schooner - 1840

Some people were made to be soldiers
 But the Irish were made to be sold:

Lancashire was made for the Germans
 & pagketh was made for the maps.

Fish were made to drink water
 Buses were made to drink booze
 Banks were made for money
 And money was made for the Jews.

Everything was made for something
 Most everything but a missus!
 God made William for President
 But who or hell made the Messers?

Nelson Smith, mate of the Hawaiian
looks the same.



CAPT. ROSE, TANK & MOUNTAIN



"TIME"



SEXTANTS.

HOGYORE



A Liverpool or spiral splice is made by taking around one particular strand in the rope, each loose strand being tucked around a different strand in the rope. However, any ropes not hanging free or liable to spin, may be spliced this way.

San Francisco = Cape Horn

Porpoise,
the swiftest and most
worthless of whales.

Between



*But the Porpoise
never appears
with much of wind
and rain to go*

Instructions for using Compass.

First for North; and for East; North for South

Watch used as Compass.

Point the hour hand to the Sun, & South is 12 o'clock.
 for instance: at 4 o'clock, point the hand indicating 4 at the Sun, & the XII or 12 o'clock is South.
 8 o'clock: point the hand indicating 8 to the Sun, & X or 10 o'clock is due South.

Malay Proa. Flat on one side
various outriggers

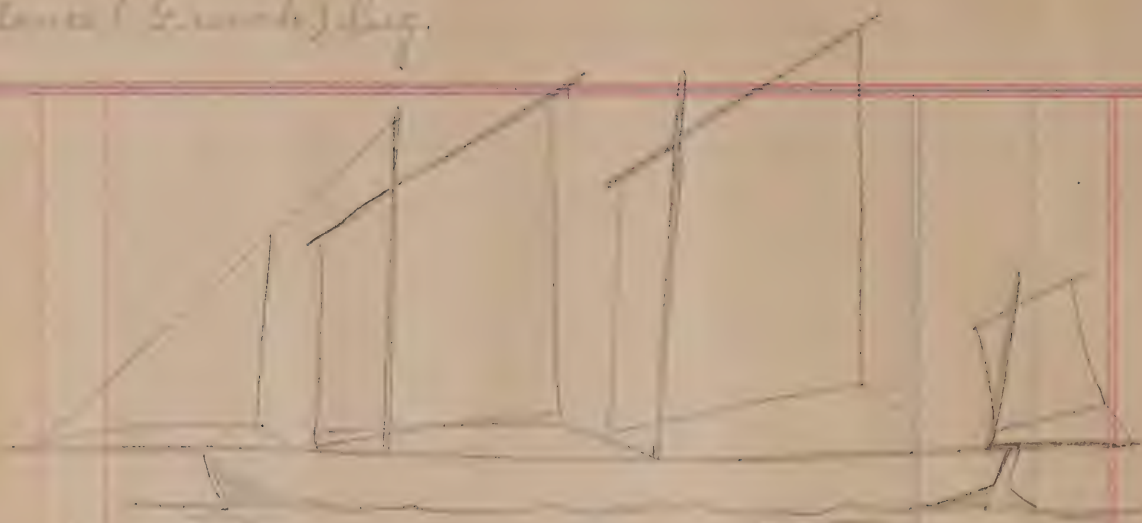
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Malay
Proa



Bilanda (French) Lug.

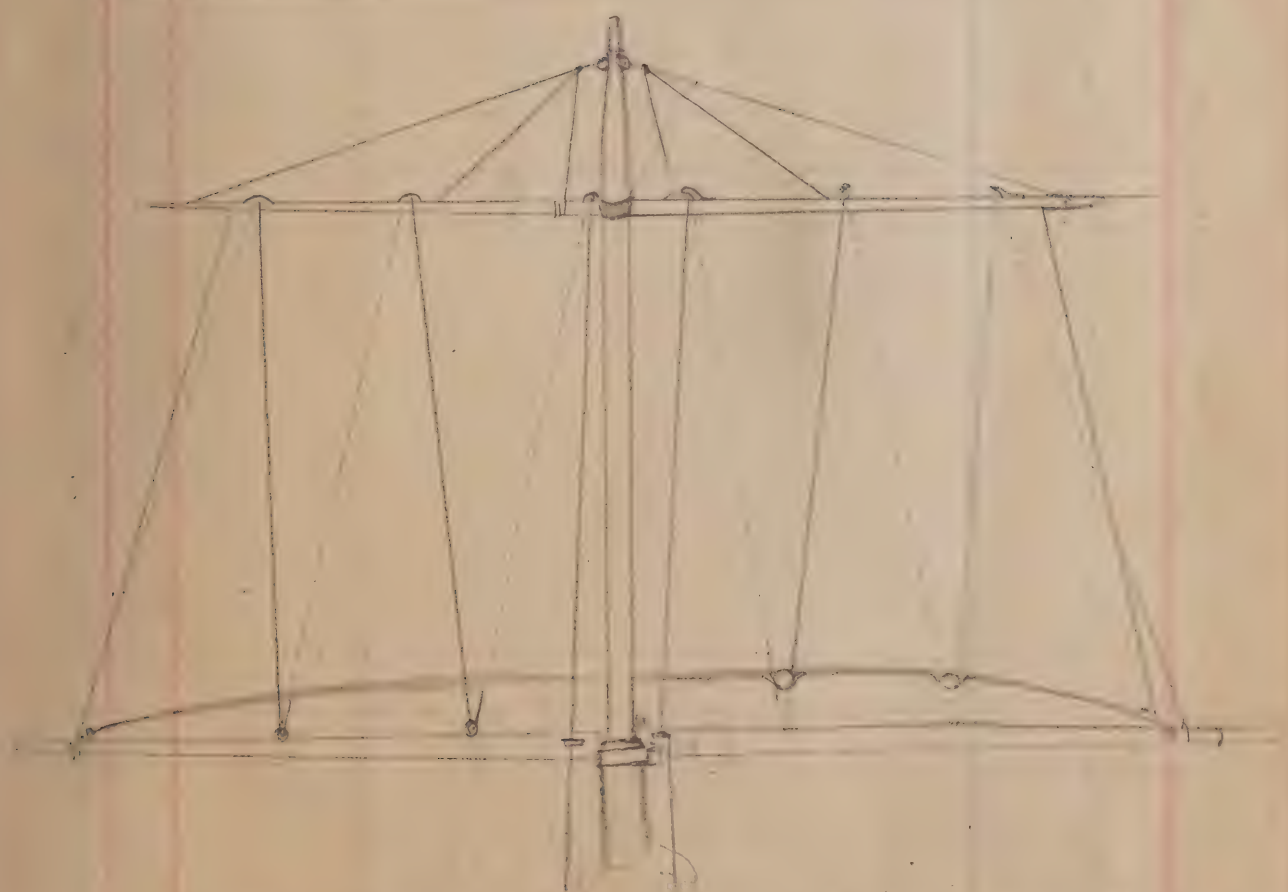


Staysail Lug.



On a job, the sheet lead should cut the lead about 1/2
up from the hook: on a staysail, about 1/4.

watch used as *Barometer*



Plan of ship's mast

Sketch of rigging of ship's mast

Small Boat Rig.

Very small
single rig and
very light



Single rig



Double rig
standing rig



as I write, and at this very moment he is sitting up forward, whistling a Neapolitan boat-song—you know the one—ready to jump up with a hearty "Si, Señor," if there is anything to be done.

We didn't expect to go into Alicanti, but we did go in. We left with a fair wind, and entered into the last phases of the war. At Cape San Antonio we ran into a norther—the same wind, you see, that had bothered us as an easterly while we were heading west.

It happened at night. We had picked up the big flash on the cape, and were close up under the land itself when the wind dropped and shifted. It blew gently at first, but soon the seas began to roll down before it, and we knew that there was more to come. It clouded over, and we could see nothing but the light on the cape and the sails of the Alicanti fishing fleet, going out for the night's work—sixteen sharp peaked sails, showing all in line whenever the lightning flashed behind them.

There was a bay under our lee that would offer good shelter in a norther, but there was no light in it, and we hove-to. Two big coasting yawls appeared from somewhere out of the dark to keep us company while we waited, and at dawn we all ran in together.

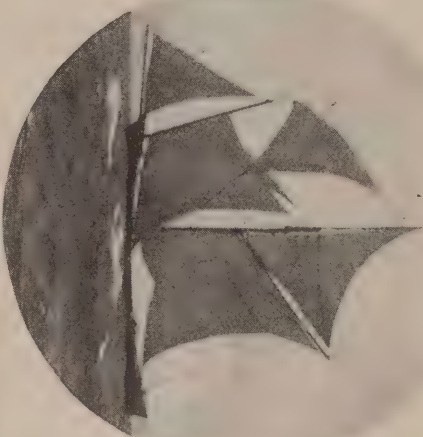
The name of this bay, and the village that stands at the head of it, is Morayra. It is the dreariest spot in the world. A huddled group of grey houses, with flat roofs and small windows, planted on a beach at the foot of a bare rocky hill. Behind, a road goes winding up the valley. Only a few lonely and disconsolate figures appear during the day, and at night there is not a

single gleam of light showing from any of the houses. The boats are drawn up on the beach. And the moaning wind, cold and bitter, straight from the Pyrenees, with the taste of snow in it, blows dismally down the valley. We were there for five days.

Yet there is a sort of charm about the place, even so. The carabinieri, whose job it is to look for smugglers, came out to see us as soon as we had anchored to find out who we were and what the devil we were doing there. There were five men in the boat, and they were all armed. The people, like most people who live in isolated places, were most cordial to us, and the children stared at us, between the chinks that their elders left in the doorways, as if we had come from the moon. Everybody bought drinks for us and we bought drinks for everybody, and though we did not speak one another's language, we talked together for hours in the pleasantest manner imaginable. This is just like the Spaniards; there is a certain sincerity about them; they take you right in, and seem to care about you.

Yet I can't say that we were sorry to leave; we were getting impatient at all these delays, and we wanted to get to Palma. As soon as there was half a chance, we tried again.

On this occasion we got within sight of the hills of Iviza, which is the nearest of the Balearic Isles, lying about seventy miles offshore. But the wind went north, and we ran back to Denia, which owes its name to the fact that there was once there a temple to Diana of the Ephesians. It is a very dreary place, with no charm in it, except

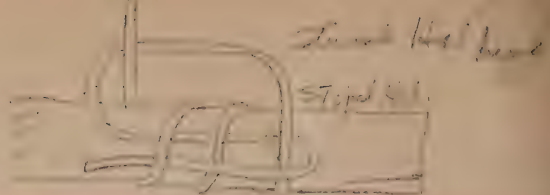


A Naples rag carrier bound down the coast with a load of pottery

This craft is carrying seven sails including two spinnakers set on the same pole.



Kn.



unlay rope to place where knot is desired. then mark & secure standing parts together and work strands in opposite direction and crown by passing the two from each turn, alternately over & under these. each of the strands will lead down then, so follow the wall again and crown it. also known as stopper knot.

Shroud.

set strands together as in optice and wall around around standing parts, then mark & secure.

Single Diamond.

unlay rope to place where knot is desired. then mark & secure and lay up ends again.

Single Matthew Walker.

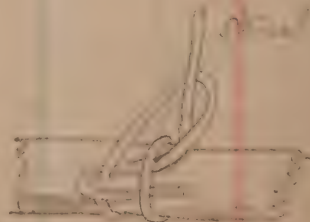
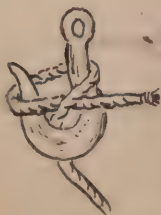
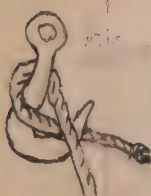
Commence same as wall but pass first strand under other two, then pass next one around other two being up through loop of first one. pass third one under first two and bring up through loop of second. each strand interlocks the 2 strands it is right and comes up through the third loop.

a wall: each strand comes up from the loop to the right: (single).

Manrope. double wall & crown.

Stopper: first a crown, then a wall, & repeat.

Diamond.



Swallow Tails



Swallow or Rolling Knot: 2 round turns, 1 up, 1 down, and before standing part is up, the knot is rolled.

French about knot: 2 round turns, 1 up, 1 down (the knot) pass the ends over the top of you, at the first of these knot, all French knot, 2 tails. Two tails like a piece of wood & 2 more.

^{Displacement}
This is the quantity or volume of water displaced by a ship, expressed in either cu. ft. or tons. A cu. ft. of sea water weighs 64 lb. or 35 cu. ft. to the ton. Fresh water 62.5 lb. or 35.7 cu. ft. to the ton.

Tonnage

Gross register: the total interior or enclosed space of a ship, expressed in tons of 100 cu. ft. each, and is used as a basis for calculating net register tonnage & for a basis for dry-dock charges on steamers.
Net Register.

The actual carrying capacity of a ship, determined from gross tonnage with allowance for boilers, funnels, pumps, shaft alley, quarter deck, forepeak, etc.

cutter



Rio de Janeiro



Speaking of the Block Island rig (see page 34), here is a model from the Smithsonian collection of the Block Islander now extinct

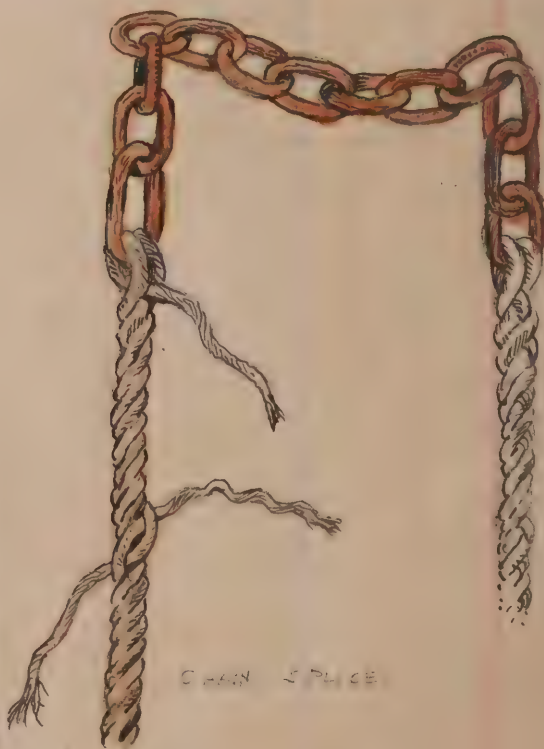
The original from which this model was made was a 33 footer of 13 ft. beam.

Spanish eye



This can be made by passing one end through the eye of the other and working it fast but is not an American illustration.

GUN
TACKLE

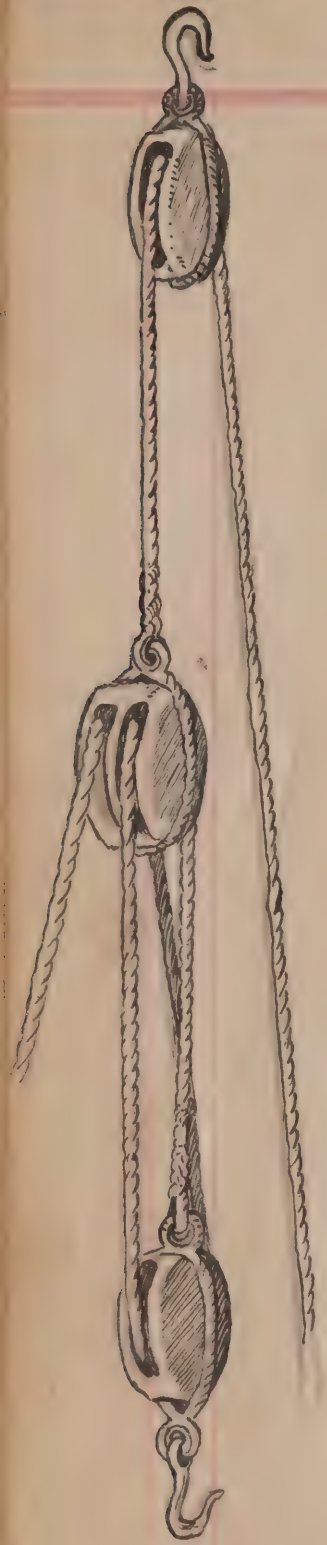


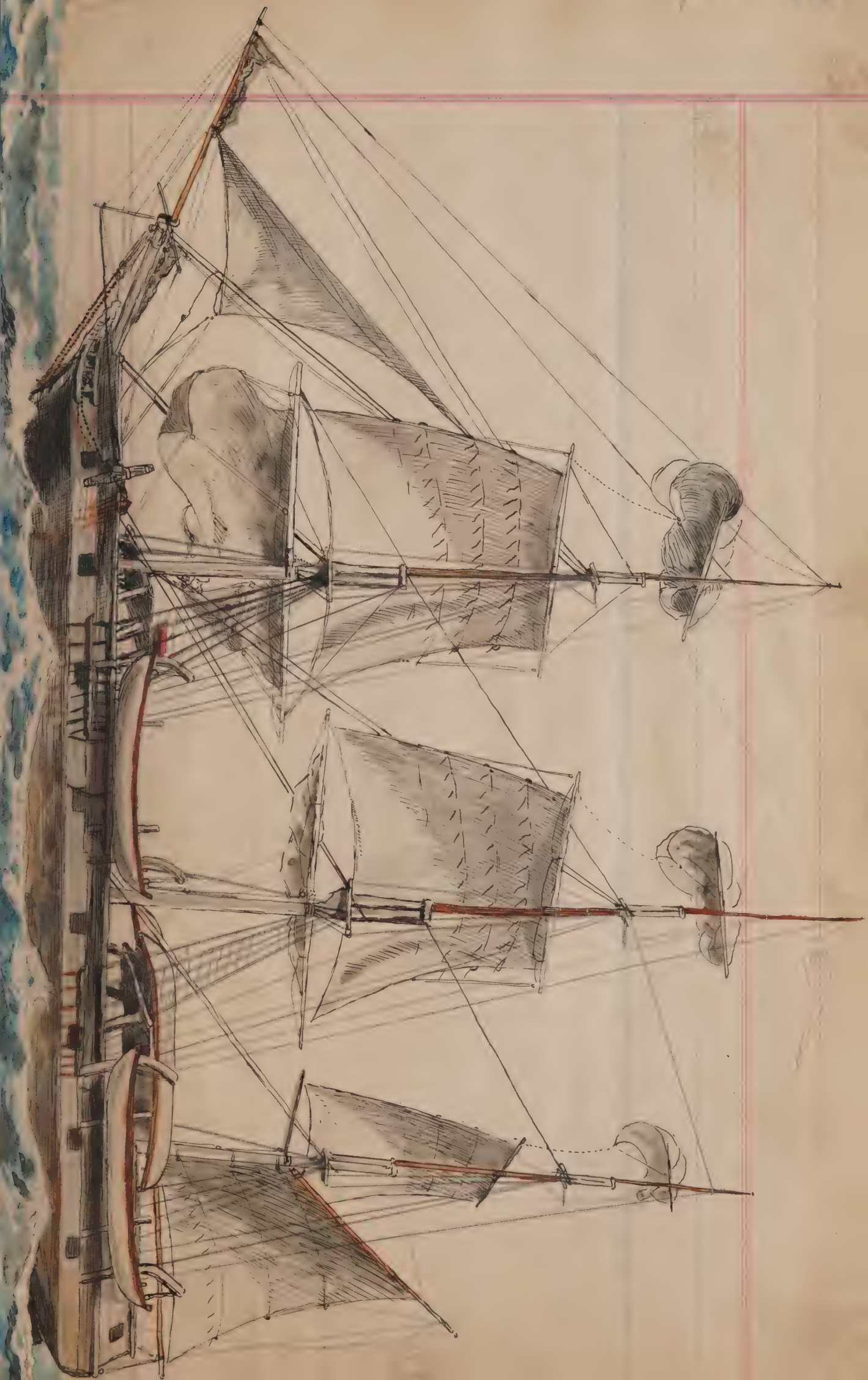
TACKLES.



Luff or watch tackle: double & single with 150 ft
line

The luffing and for carrying for 15 ft

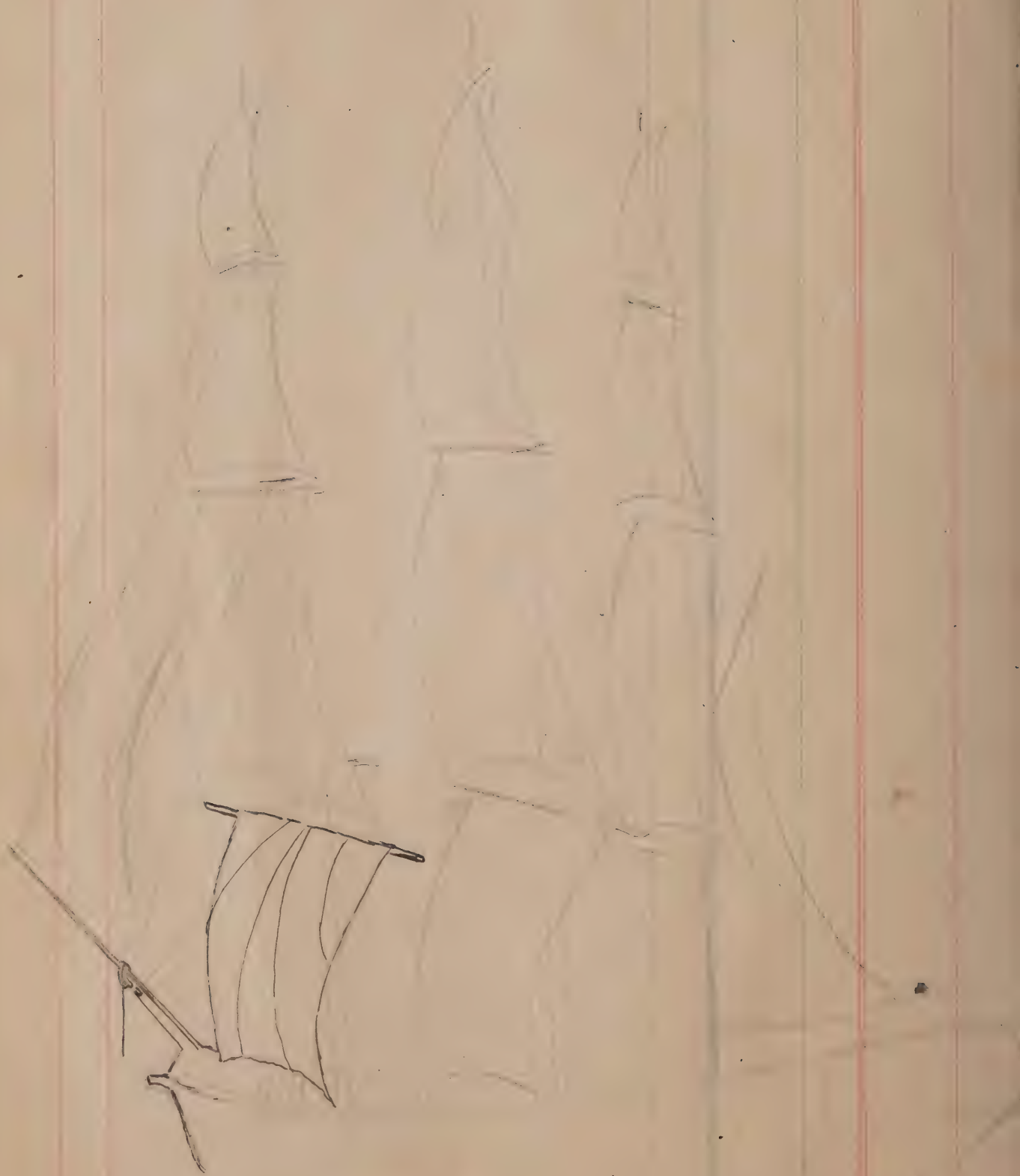


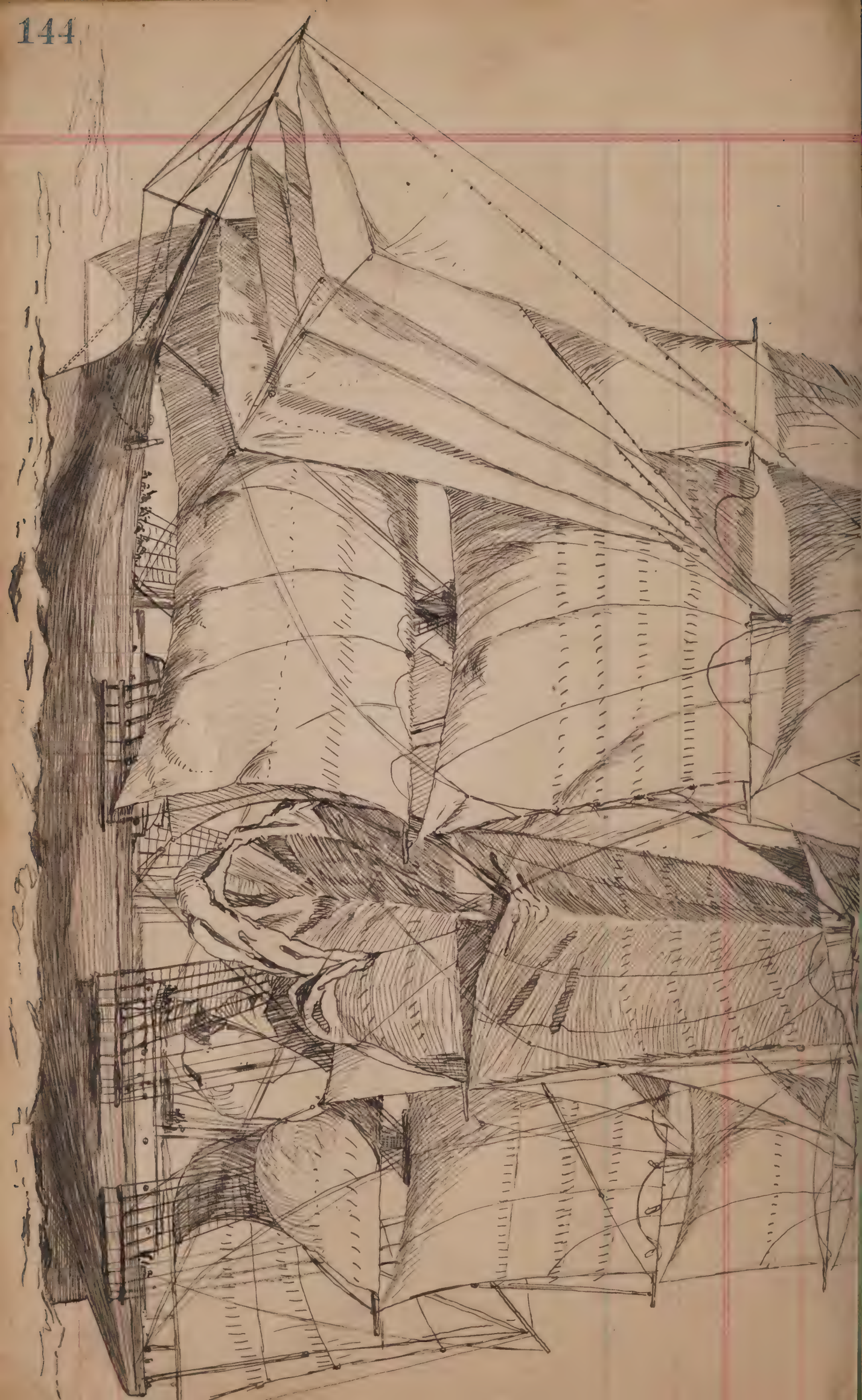




Squarehead.

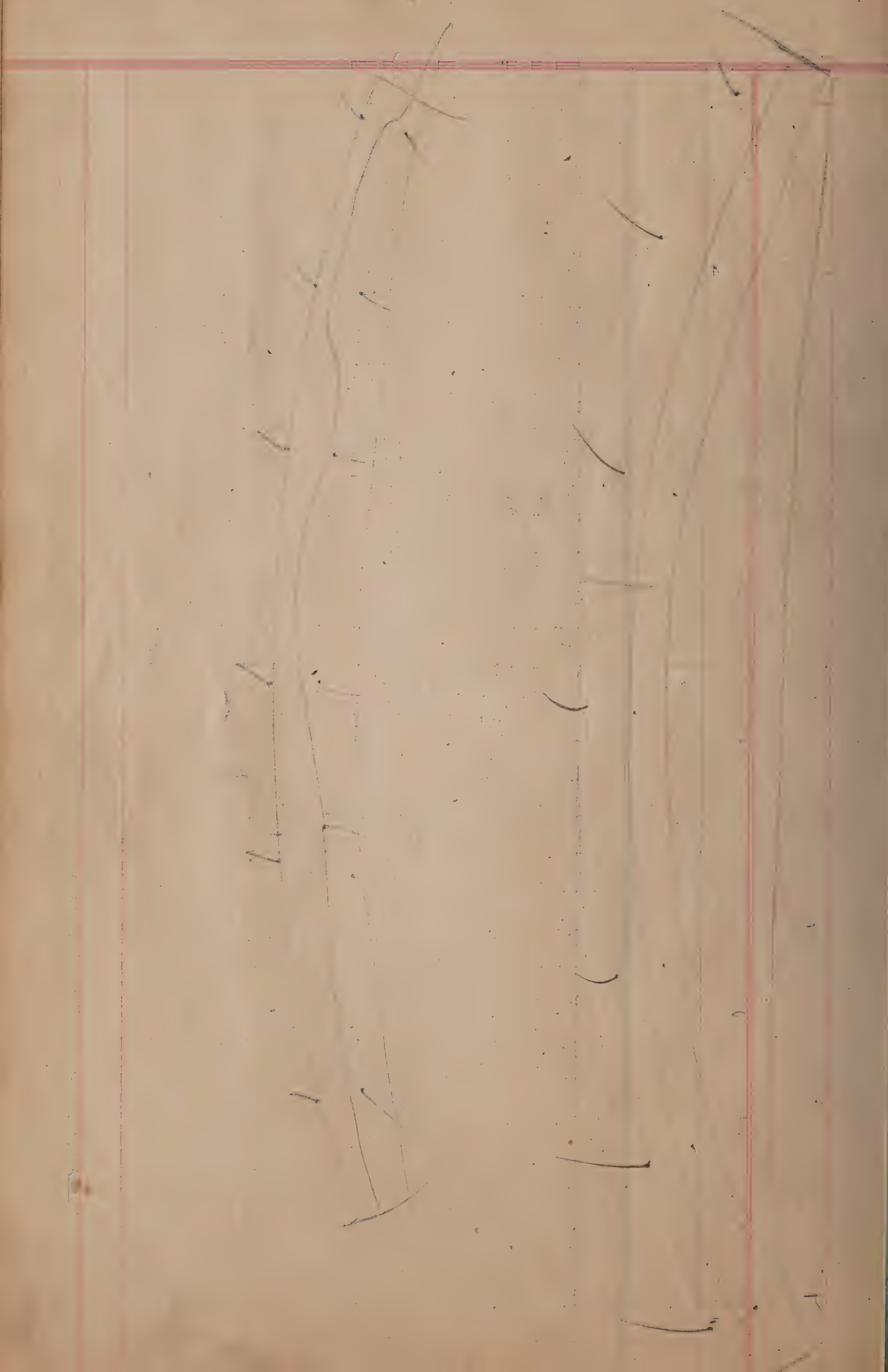


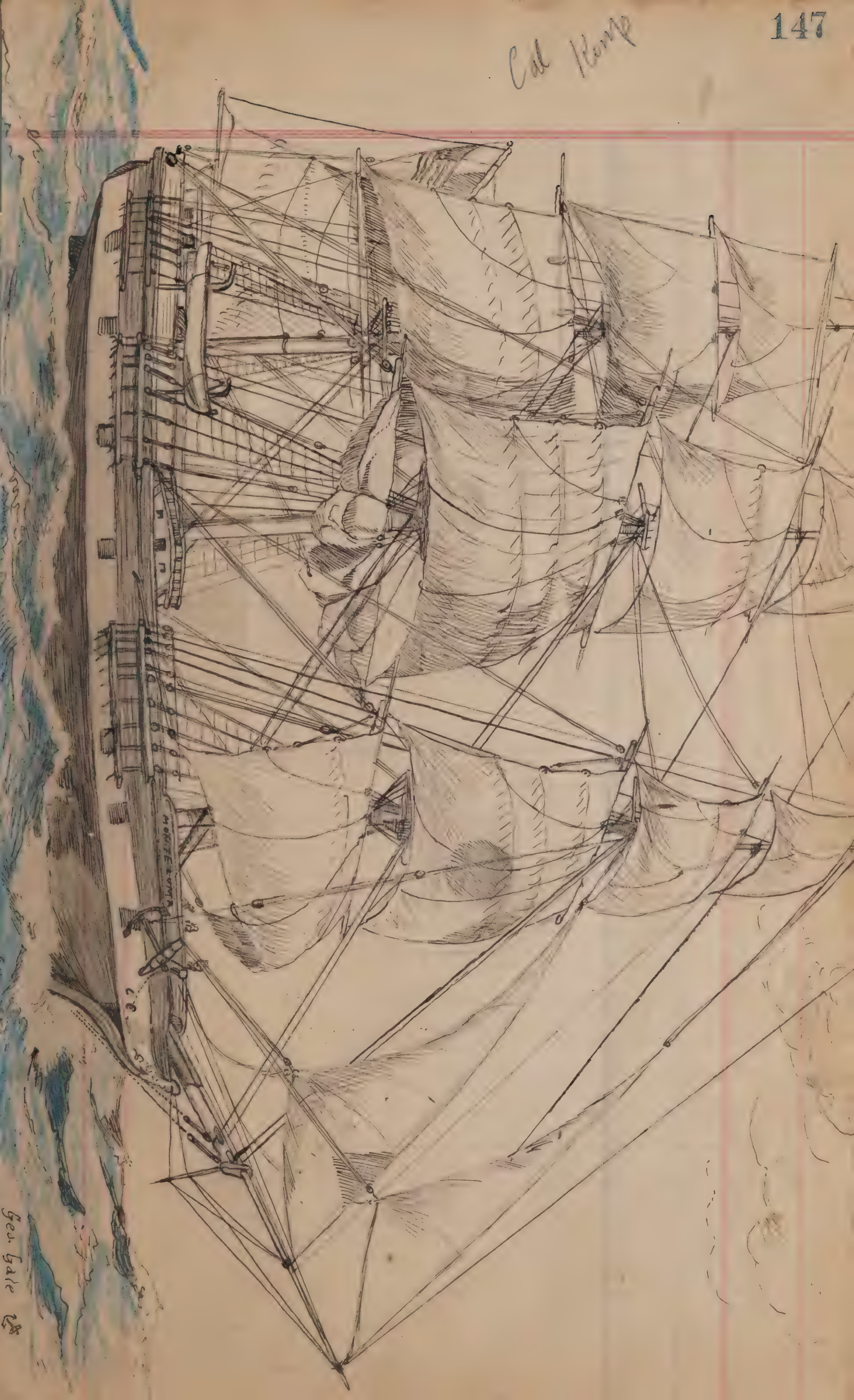




American shipper "Cunning South", built at Havana in 1858, her name changed to "Granavilla".
 Her royal stunnel torn and shepail masts and rigging ruined.
 On Aug 10, 1860 she was seized in the harbor, and Charles flying the Chilean flag
 and a cargo of slaves aboard, by H.M.S. Bulwer, capt. H. Harvey.









A small Mallorcan fisherman—a type frequently seen along the coast of southern Spain
The mizzen is always set in this manner when running before the wind and acts as an awning.



A Spanish cargo Parega, a type that differs from the Felucca principally in that it has two masts instead of three



We were in collision about 2.5 PM
 about 100 yds from the shore in the
 Straits of Gibraltar, Jan. 12 1915

Brigantine bound for Barcelona, Spain.



Bound for Barcelona, Jan 16, 1818.

Sketch made in Eastern Hong Kong, August 1845
 by G. B. B. 1116

Provisional Bank Pavilion
 of the 17th Street built by the
 & named by the English government





I had a shuffling little foot
It was a troubling hell;

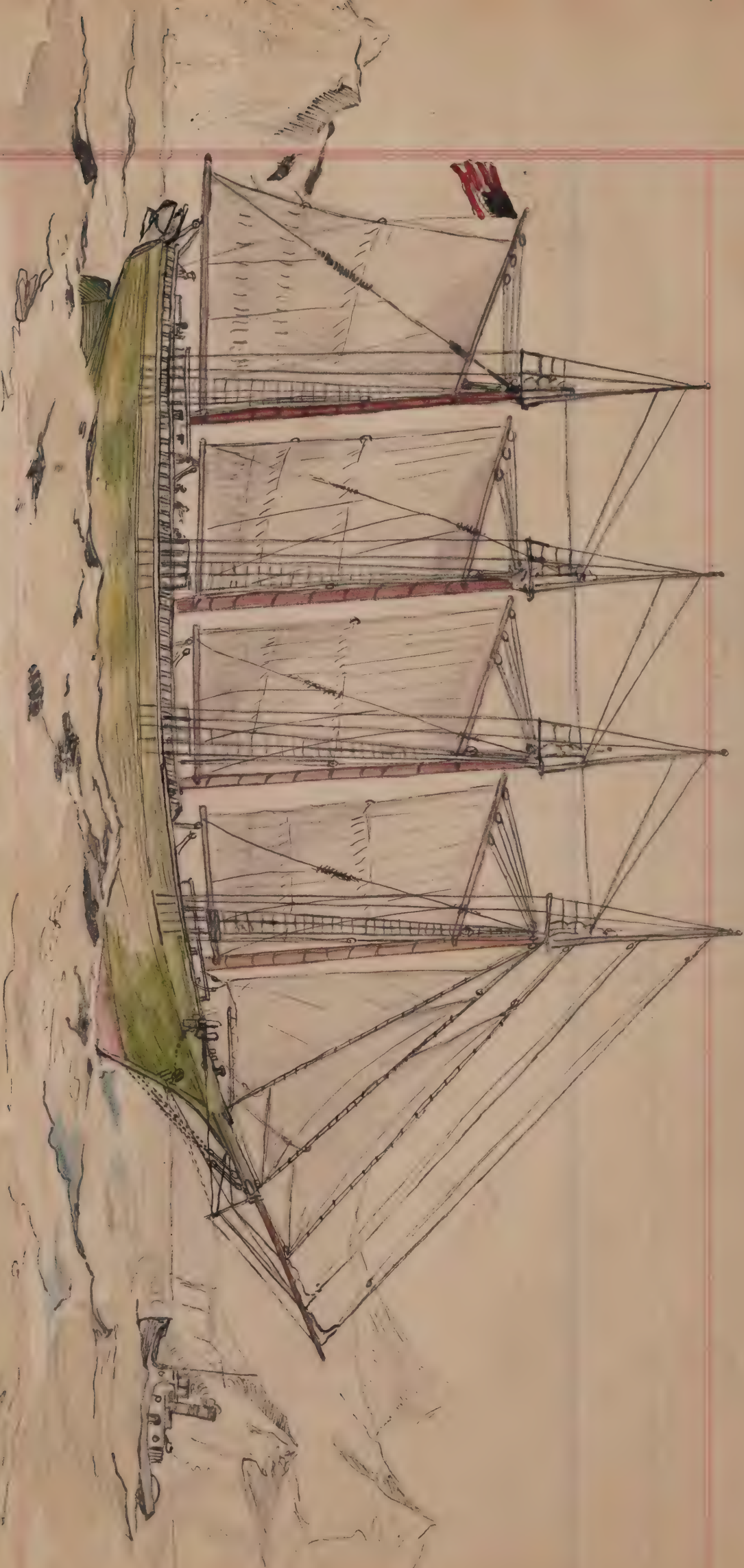
I used to work to make a shoe
And it kept me plumb to

A little sand of sorrow
A little bit of pain —
Make you believe you
Love what you hate.

A sheepman lay in the tall, tall weeds
 And pondered deep on his past misdeeds;
 A puncher rode up and pulled his gun
 The puncher seemed to have some fun.
 "Get ready to die!" the puncher said
 But the sheepman merely shook his head.
 "Don't waste yer head!" he says with a sigh
 For a specimen what aint fit to die.
 Don't clutter up hell with souls not blest
 And hobble with cactus spikes in their feet.
 The puncher nodded and shed a tear
 And loped into town for a schooner of beer.

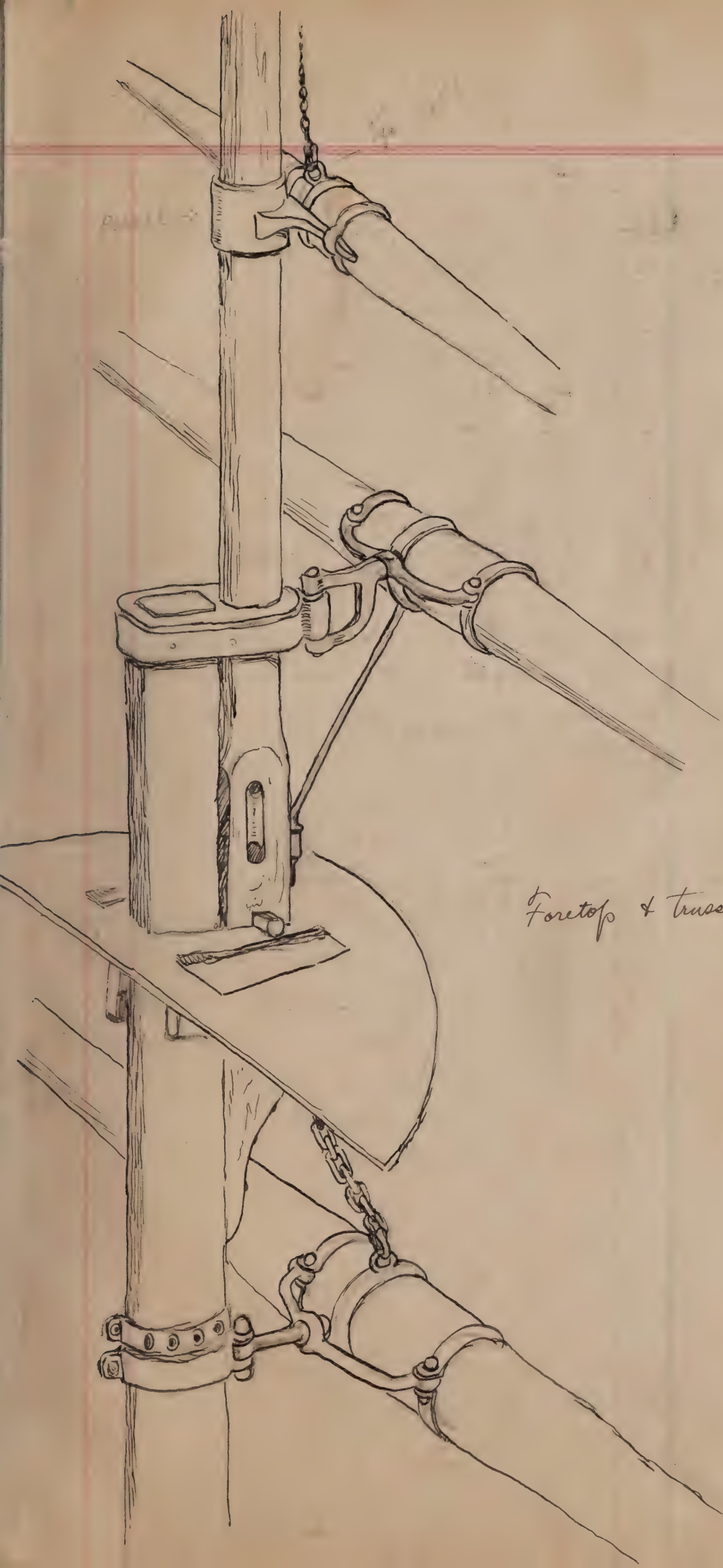


T. Corcovado — Rio de Janeiro.
Brazil



Oct. 15-1917

1917

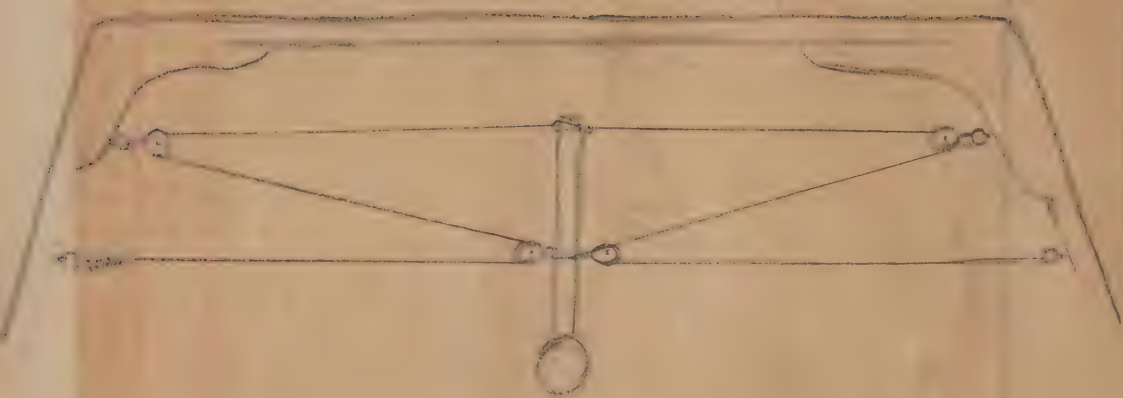


Foretop & trusses of yards.





For V.T.S. pub. Part sig.



13



A TIME-EXPIRED MAN

by JOHN G. GARTLAND

I COALED the ship and I scrubbed down decks,
And I worked like an army mule—
For the outfit isn't a dress parade;
It's a hard and bitter school;
They gave me the steel of the stabbin' word,
And the weight of the iron han';
They gave me the gaff of the belt and boot—
But they drilled me into a man.

They put me into the training-school
Before they gave me my blues;
They taught me to drill and to scrub my clothes,
Then they sent me out on a cruise;
They taught me to read and write and spell,
And to handle a twelve-inch gun;
I learned my lesson and learned it well—
And it wasn't all of it fun.

I didn't learn much of the Golden Rule
And I didn't learn much about prayer,
But I learned the iron rules of the game
Where they play it on the square;
I learned a lot that's not down in the Book
Afloat on the naked spray—
For the sea puts fear in the boldest hearts
And grit in the meanest clay.

I've cruised in the far Alaska seas
Where the iron-shod icebergs churn;
I've stood my watch 'neath the Southern Cross
With the waves afire astern;
I've sweltered on Guantanamo beach
For full six months in the sheer
With never the sight of a woman's face
Nor the smell of gin or beer.

I've been in the House of the Thousand Steps
In the land of the Japanee,
Takin' my tea with a Geisha Girl—
And I've been upon the spree
At the God-forsaken ends of the earth
With a God-forsaken crew,
And I've done all the God-forsaken things
That a sailor-man will do.

I've learned to polish the bright-work clean
As the face of a mission saint,
And I've learned to look on the sight of blood
Without turnin' sick and faint;
I've rolled the bones and I've turned the cards,
And I've taken my pay-day swig;
I've broken shore liberty once or twice,
And I've done my time in the brig.

I've done my share of hoppin' about
With the girls on Avon Street,
And they're the devil's own pirate-crew—
But on one I was passin' sweet.
And now it's all over and put behind,
And I'm a civilian once more—
But I can't forget and I won't forget
Tho' I'm anchored snug a-shore.

I coaled the ship and I scrubbed down decks
And I worked like an army mule,
For the outfit isn't a dress parade—
It's a hard and bitter school;
They gave me the steel of the stabbin' word,
And the weight of the iron han';
They gave me the gaff of the belt and boot—
But they drilled me into a man.



John B. Babemiller
Gibraltar, Jan 14, 1918.







...they start in Europe and recruited millions. It not only must help the American shipyards, or, and to give years, before European yards can resume their old place; American capital into the construction of foreign-built hulls and the expansion of shipping under foreign flags?



AMERICAN-HAWAIIAN S. S. CO. S. S. "OHIOAN." A TYPICAL ATLANTIC FREIGHT STEAMSHIP.

operate ships with reasonable chances of success there is some hope of successful competition.

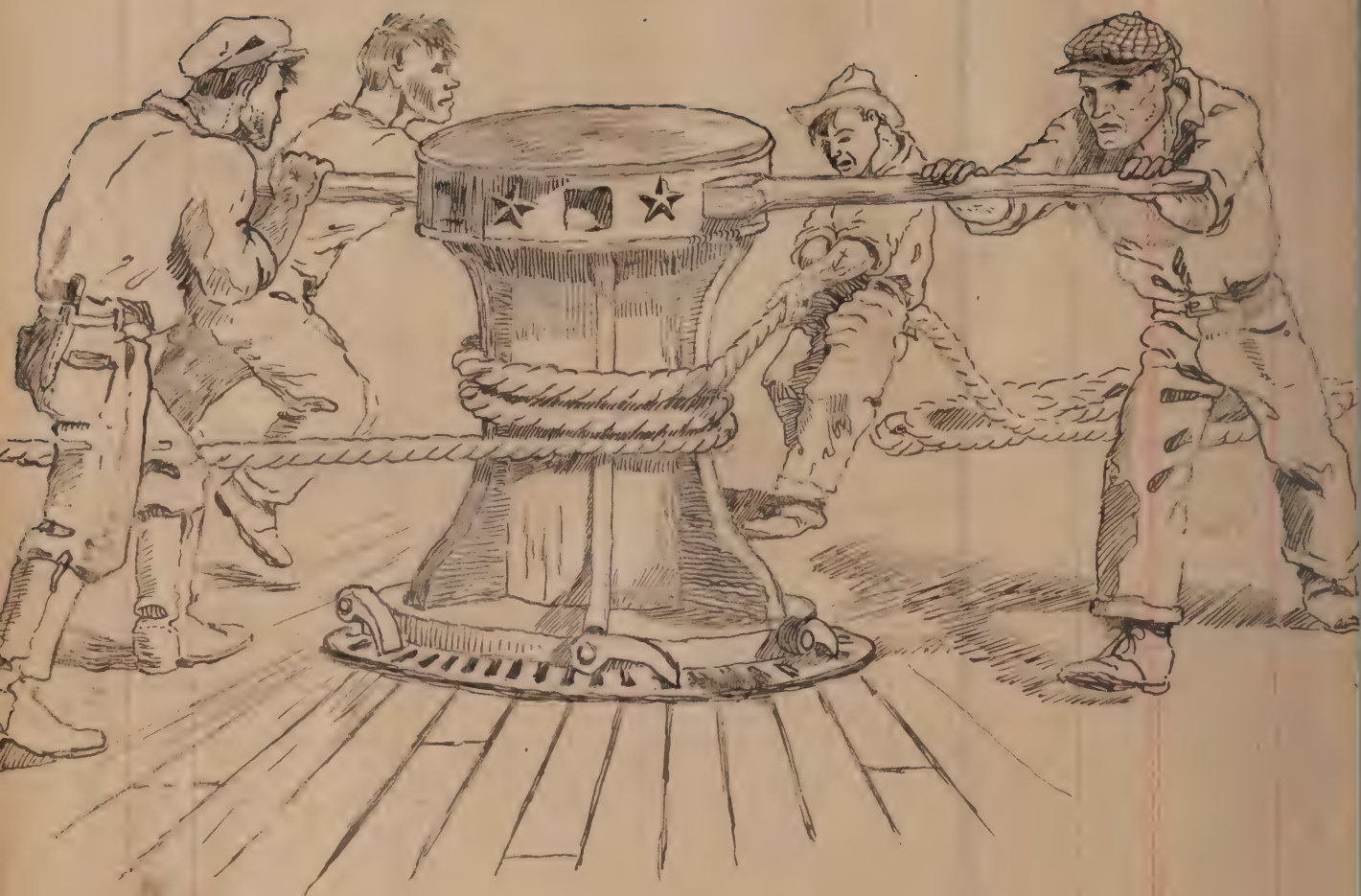
Given a fair field, these favorable conditions are likely to continue five or six years, during which time American ingenuity has good prospect of securing a foothold in the field of world commerce sufficient to hold its own when foreign competition returns.

Any intelligent consideration of methods for restoring our merchant marine or reviving American shipbuilding ought to divide the circumstances into two distinct groups; the obstacles which have heretofore prevented the growth of American ships and to-day throttle it when it seeks to respond to opportunity; secondly, the prospective methods by which it may be encouraged. Then, again, it should be realized that shipbuilding and ship operation are essentially allied in interest. Both need to join in promoting a national interest in the sub-

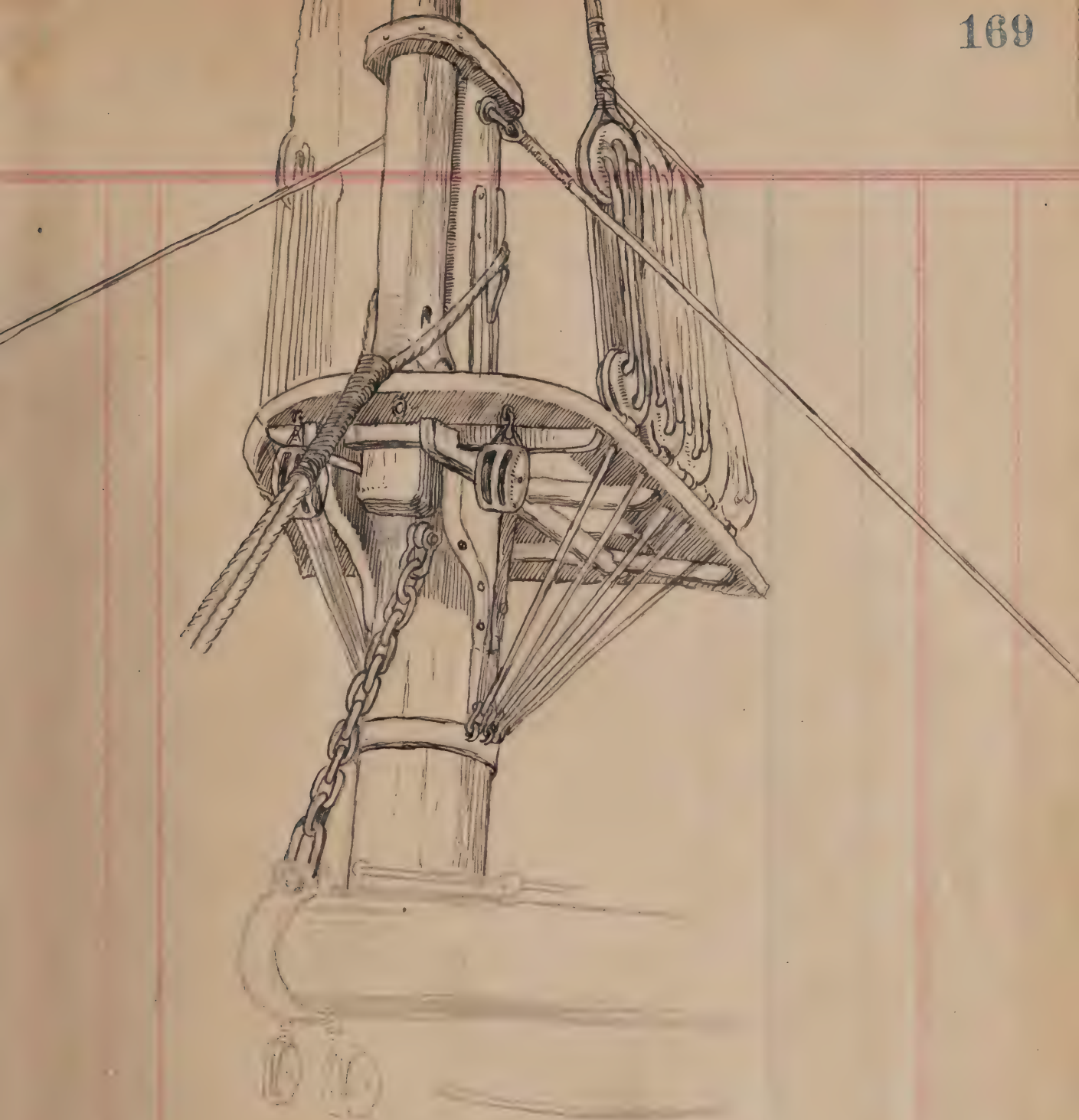
Is it not quite probable that if Americans were encouraged into owning ships, irrespective of where they were built, it would foster the shipping industry steadily and lead American shipbuilders into manufacturing conditions which would increase their efficiency to the point of successful competition?

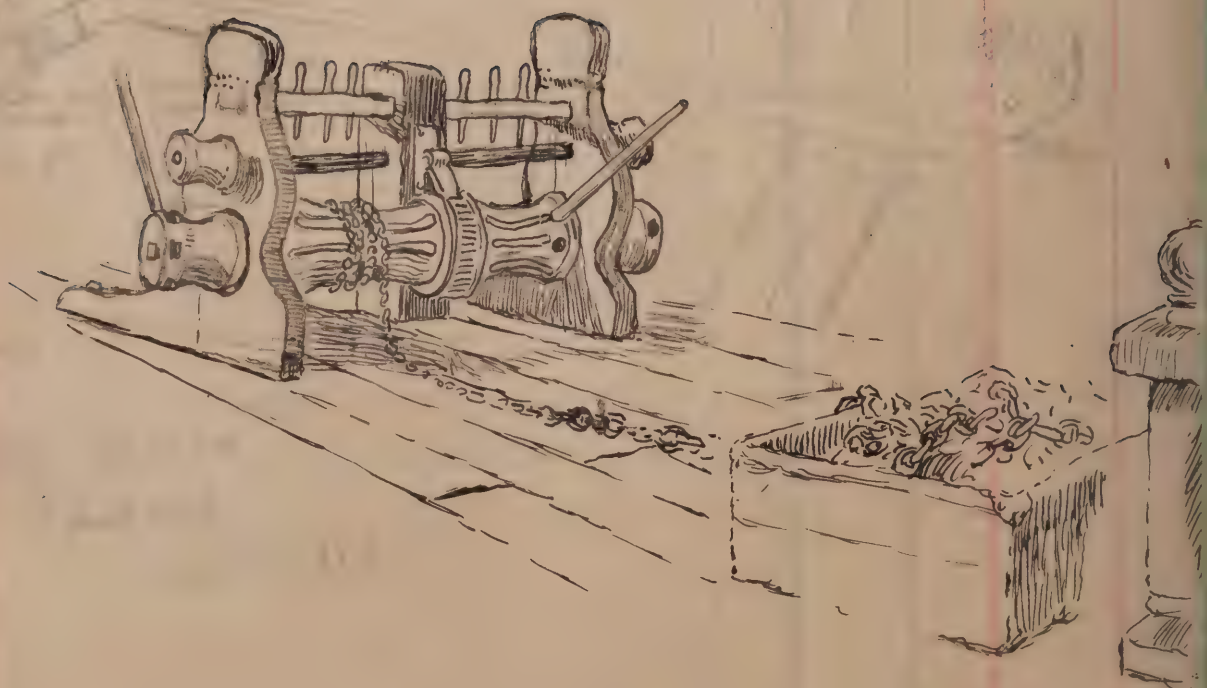
Having proved the policies of the past failures in the accomplishment of their intended ends, friends of shipping are now urging that Congress adopt the opposite policy, abandon artificial schemes and barriers to free competition and give American business initiative a chance to see what it can do.

It is the convenient argument that freeing shipowners from laws for the "protection" of American seamen would degrade that important personage. Such an argument, of course, forgets that competition for labor will take care of the American seaman better than any ex-



What are you with this picture?





Port-Bank Corvée

1915

Québec Bay

1915

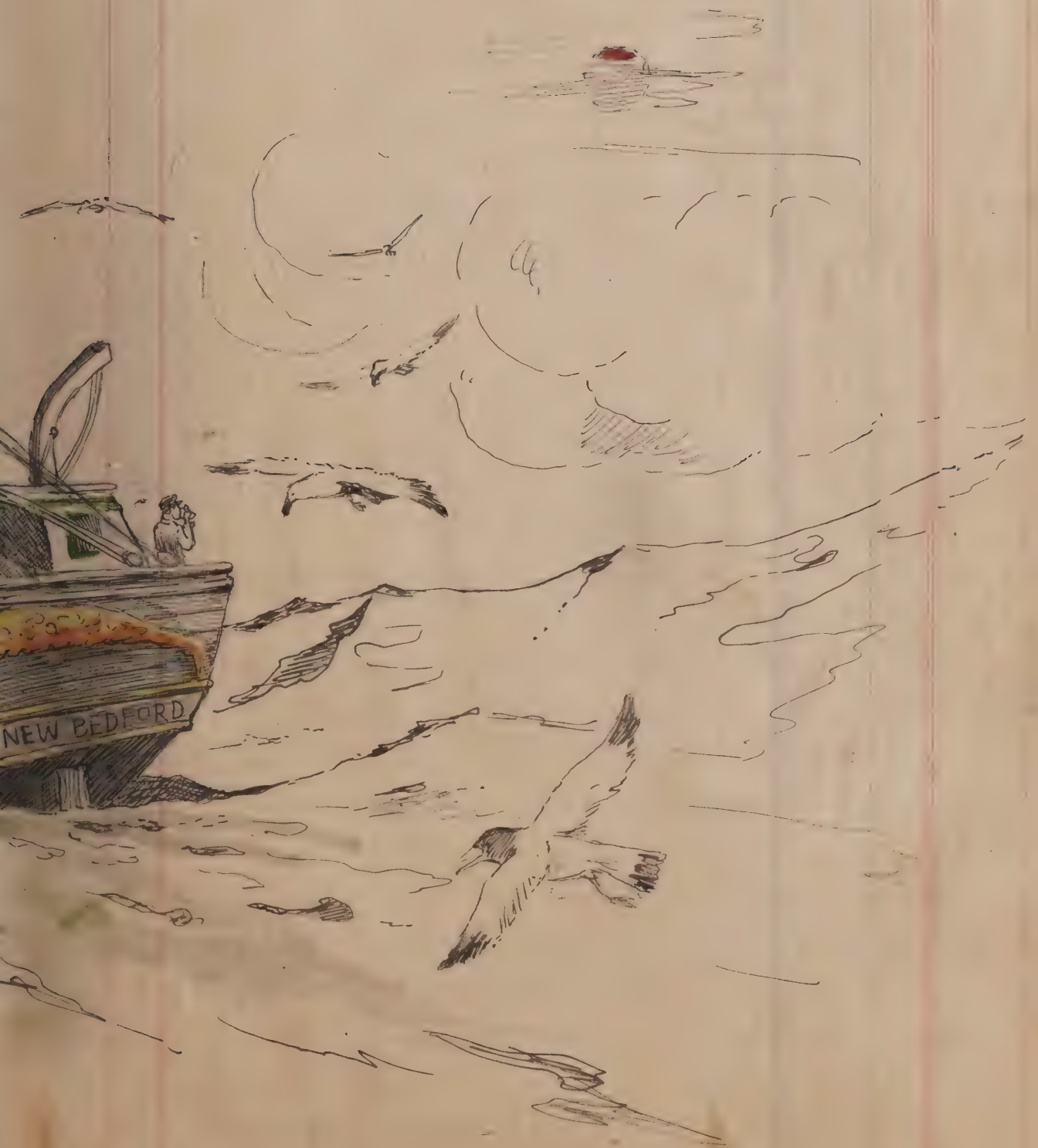
Trinidad

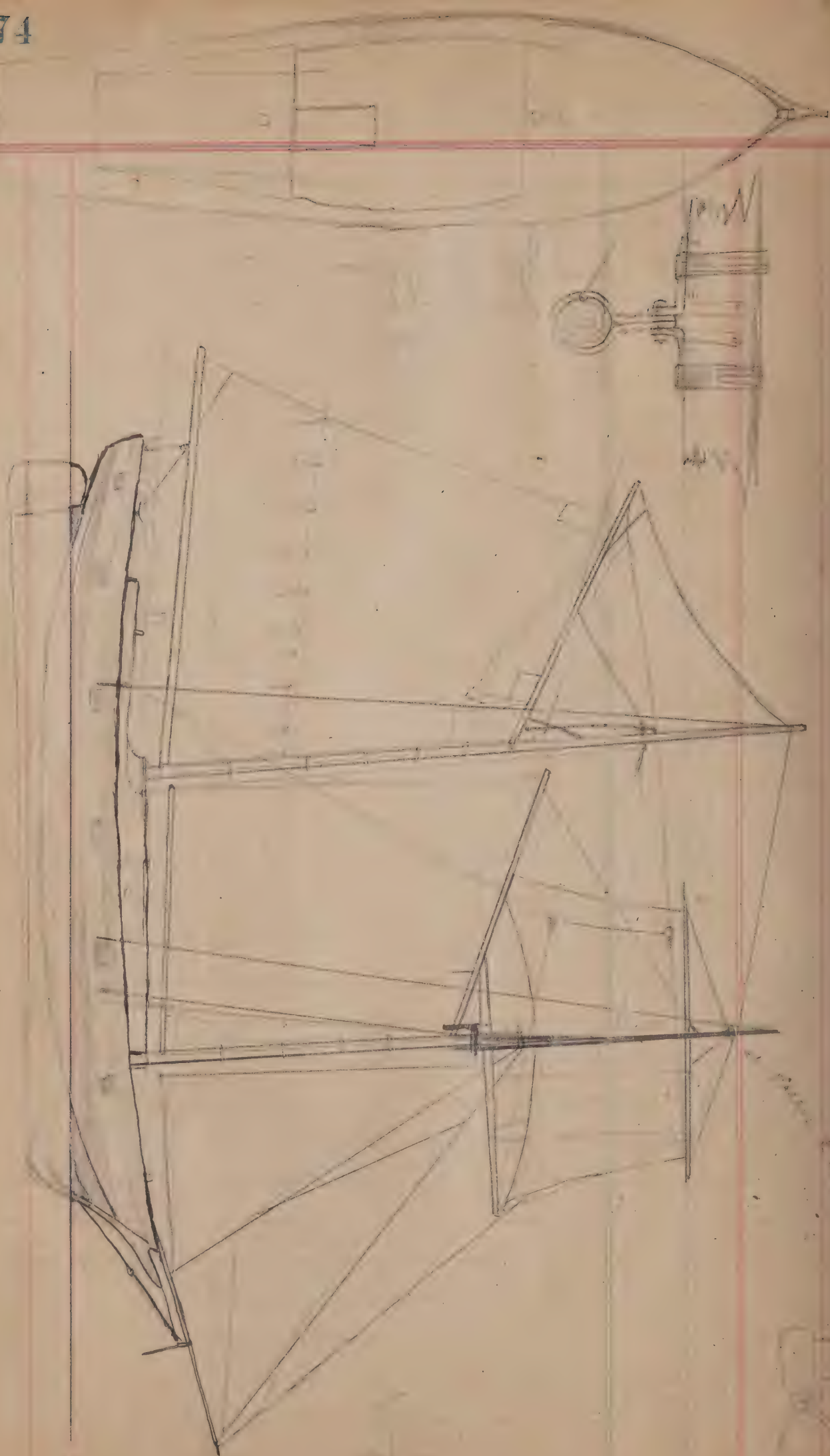


CHINA



AFTER THE HURRICANE.







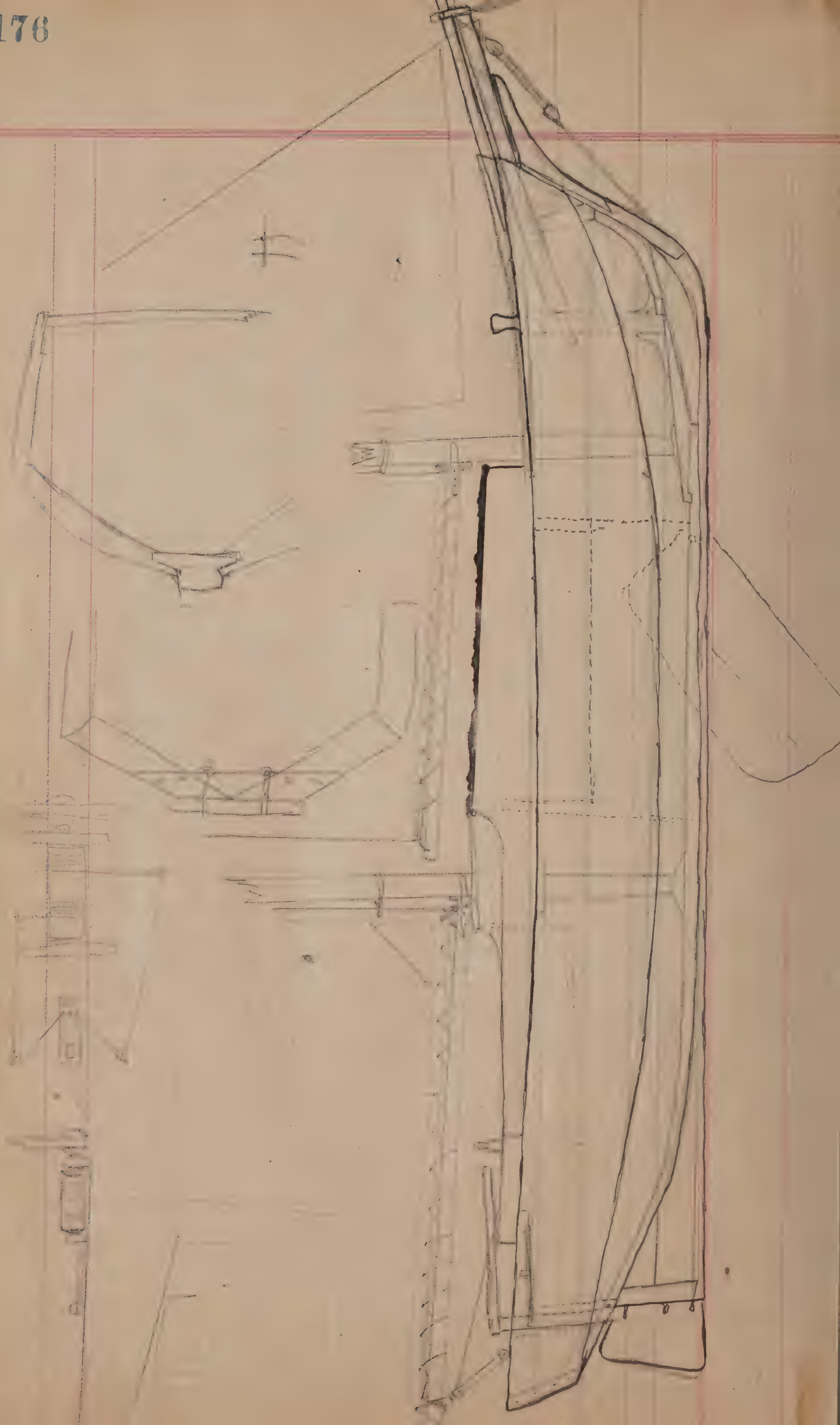


Fig. 5. - *Scapho*



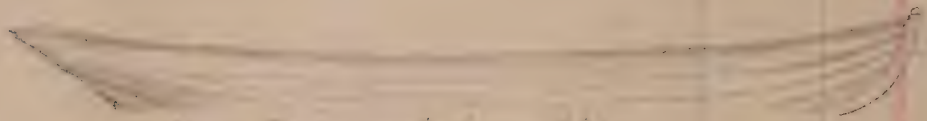
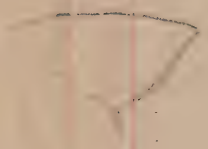








Japanese Lander.



new European style

It is the same as the



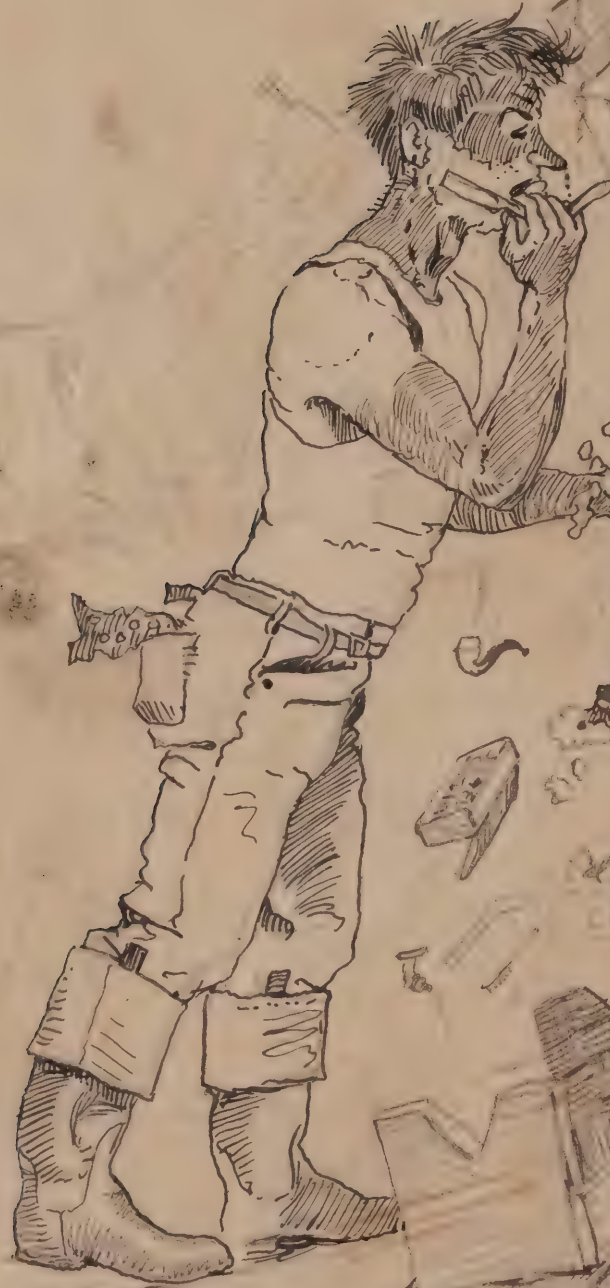
In the West Indies (Hurricane)

DAAN IT ALL THE
BULL ARE IN THIS BUNG
GALS

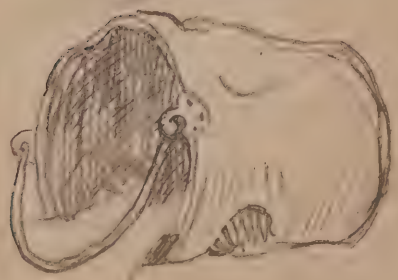


Showing modern difficulties

Oh!!!
#45
CENSORED
-RRR



CLANG



When a young lady named Parker
 who slept while the ship was at anchor
 she woke in dismay
 When she found the mate had
 Raised up the top sheet & spaulds

Robert

William & Edward Billy Bill

Sing Yo Ho for Art!

For fifteen years or so Andrew Winter has earned a living as a sailorman on fishing schooners, ocean liners, freighters and army transports, but in the near future he will be enjoying a pleasanter life sailing the seas of art, for in the course of time he has become as handy with a brush as with a belaying pin, or whatever it is that sailors use to express their emotions. Instead of amusing himself in spare hours aboard ship as most sailors do, Andrew became interested in brushes, canvas and palette, and for several years past he has been going to sea only summers, in order to earn enough to enable him to study art winters.

He has been a pupil at the free art school of the National Academy of Design, and he had both an oil painting and an etching in recent Academy exhibits. Last week it was announced that he had been awarded a fourteen-hundred-dollar scholarship for a year of art study abroad. At the end of that year very likely he will be able to paint so well that he will not have to go to sea any more.

Sailors have in a few instances become distinguished literary figures. If the sea can produce a Joseph Conrad, why should it not give the world another Winslow Homer? Andrew Winter knows the sea and loves it. Most of his paintings have been of that subject. In time, he may be numbered among our noted marine artists.



our Navy Barber





Plotting the Course

THE leading article for February, naturally will be the advance description of the exhibits which will be shown at the New York Power Boat Show to be held in Grand Central Palace, February 17th to 25th inclusive. That it will be a good show, goes without saying. The public are turning more and more towards the water, for the roads on Sundays and holidays are clogged with dirty and dusty cars. In writing up the Show we are taking a great deal of pains to get authoritative information from the various manufacturers as to exactly what their exhibits will be. Our readers therefore will be able to judge the Show even before the doors are opened. In this way they will rapidly acquaint themselves with the various exhibits and note the particular exhibits which have displays of greatest interest to them.

In this issue you will see pictures, and read a description of the small schooner Mary Jane. At the time she came in we thought she was about the smallest thing in the schooner line that we had ever seen. No sooner do we set her in print than along comes a chap named Gale, from Bristol, with Stormalong, a 16-foot over all schooner. When you read this you will probably snort and say, "impossible". Wait and see,—that is all we can tell you now. Oh! By the way; Stormalong has a cabin. In case you are a schooner enthusiast,—and what real yachtsman is not—you may think Stormalong too small. In that

case you will find a description and photographs of Cynthia, a 40-odd foot schooner from Down East. Cynthia is 30 years old, but she is as trim and neat as anything fresh from the builder's yard.

We will also show you photographs of two of the

A CAREFUL BUILDER



Here is a picture of my little seventeen and a half foot schooner Sharpshooter, which I built myself with the help of neighbors and friends, to replace my sixteen-footer Stormalong, which I built in 1919.

One summer while visiting relatives in the foothills of the Blue Ridge Mountains in Virginia, I took my axe and cruised the woods looking for knees to frame the new schooner. The spring freshets had, over a period of years, bent the young growth trees, ironwood and mountain ash, into ideal timber for the purpose. The trees were to be cut down for firewood and to clear a quarry site, so there was no difficulty in securing a dozen young ash trees of the required shape and size (about eight inches in diameter).

The stem is a white oak natural knee with white oak keel and bed logs. Planking is white cedar, free and clear of knots, fastened with brass screws.

GEORGE GALE, Barrington, Rhode Island.

FEB. RUDDER 1941

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Editor.

TORMALONG



Owned by George Gale, of Bristol, R. I., is Probably the Smallest Schooner-Rigged Yacht in the World. She is of the V-Bottom Type and is only 16 Feet Long on Deck, 13 Feet on the Water Line, 6 Feet 6 Inches Breadth and 18 Inches Draught. The Center Board Weighs 116 Pounds and is 30 Feet by 3 Feet.



